CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

DRAFT

83.149EC

1150 SACRAMENTO STREET

ENVIRONMENTAL IMPACT REPORT

PUBLICATION DATE: OCTOBER 12, 1984

PUBLIC HEARING DATE: NOVEMBER 15, 1984

PUBLIC COMMENT PERIOD: OCTOBER 12, 1984 - NOVEMBER 15, 1984

WRITTEN COMMENTS SHOULD BE SENT TO
THE ENVIRONMENTAL REVIEW OFFICER
450 McALLISTER STREET, SAN FRANCISCO, CA 94102

DATE: October 12, 1984

TO: Distribution List for the 1150 Sacramento Street Draft EIR (Case No. 83.149EC)

FROM: Alec S. Bash, Environmental Review Officer

RE: Request for the Final Environmental Impact Report for 1150 Sacramento Street

This is the Draft of the Environmental Impact Report for the 1150 Sacramento Street Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the back cover and mail the request to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

5268A:10/84

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I. SUMMARY

A. PROJECT DESCRIPTION

The proposed project is sponsored by Summa Resources, Inc., whose objective is to meet a perceived need for high quality housing in San Francisco and to obtain a return on invested capital. The project is designed by Kaplan/McLaughlin/Diaz, Architects.

The proposed project would be the construction of two condominium buildings, a 17-story tower and a four-story townhouse. The proposed 17-story tower would contain 69 units totaling about 148,200 gross sq. ft. and would be 160 ft. high. At the fifth level, the tower would be set back 25 ft. from the property line on Sacramento St.; the fifth-level setback area would contain an open terrace and swimming pool. The four-story townhouse would contain two three-bedroom units with about 8,200 gross sq. ft. and would be about 45 ft. high. The facade of the buildings would be clad in tempered glass and reinforced concrete with granite veneer. The project would contain three levels of parking with 107 (78 independently accessible, and 29 tandem) parking spaces below the elevation of Sacramento St.; access would be from Sproule Lane and Ewer Place. The project would provide one off-street loading space which would be accessible from Ewer Place.

The 16,824-sq.-ft. project site is in Assessor's Block 222, and consists of Lots 10, 11, 33, 34, 44 and 45. All of the lots are vacant except Lot 10, which contains a three-story single-family townhouse (1130 Sacramento). The site fronts on Sacramento St. and Sproule Lane between Taylor and Mason Sts. The site is west of the 11-story, 136-ft.-high Park Lane Apartments (1100 Sacramento) and east of the 20-story, 220-ft.-high Nob Hill Condominiums (1170 Sacramento). The site faces the Pacific Union Club across Sacramento St. and is diagonally across Sacramento St. from Huntington Park.

Five of the lots are in an RM-4 (Mixed Residential, High Density) zoning district; the northernmost lot on Sproule Lane (Lot 44) is in an RM-3 (Mixed Residential, Medium Density) district. The total number of units permitted on the site is 73; the project would contain 71 units, all of which would be on the RM-4 portion of the site. The RM-3 portion

of the property would contain a 15-foot rear yard on natural grade and a landscaped deck over the enclosed parking levels. The portion of the site in the RM-4 district is in a 160-A height and bulk district; building height is restricted to 160 ft., and above a height of 40 ft. the maximum permitted bulk measurements are 110 ft. in length and 125 ft. diagonally. The portion of the site in the RM-3 district is in a 65-A height and bulk district; building height is restricted to 65 ft.; maximum bulk limits are the same as in the 160-A height and bulk district. Since the project site is in a residential district and the project would be over 40 ft. in height, Conditional Use (CU) authorization by the City Planning Commission would be required.

B. MAIN ENVIRONMENTAL IMPACTS

PRIOR ENVIRONMENTAL REVIEW

On September 2, 1983, the Department of City Planning determined that this project could not have a significant environmental impact, and a Preliminary Negative Declaration was issued. Upon appeal of this determination, the City Planning Commission upheld the Preliminary Negative Declaration. Subsequently, on January 19, 1984, the Commission vacated its prior decision and reconsidered the appeal. Since there were two conflicting expert opinions on the traffic effects of the project, the Commission determined that an EIR should be prepared, covering all appropriate issues.

A new Initial Study was prepared for the project and published on April 13, 1984. Issues that were determined to require no further discussion in this EIR as a result of the Initial Study are: land use, population, construction and building operation noise, construction and building operation air quality, utilities / public services, biology, geology/topography, water, and cultural resources. The Initial Study is attached to this report as Appendix A, pp. A-1 to A-23.

URBAN DESIGN, VISUAL QUALITY, AND ARCHITECTURAL RESOURCES

From long-range vantage points, such as Telegraph Hill, the project would appear as an integral part of the serrated skyline of Nob Hill. It would be 60 ft. lower than the Nob Hill Condominiums to the west and 24 ft. higher than the Park Lane Apartments to the east. The project would not be visible in distant views from the west, southwest, south, or

southeast because of intervening topography and buildings. The project would complete the enclosure of Huntington Park, creating a building "wall" effect.

The project would interrupt all views of San Francisco Bay and the East Bay Hills from approximately 75% of Huntington Park and from points along Sacramento St. and Sproule Lane, as would any building of one story or more covering the same portion of the site.

The project would interrupt the northward view towards Russian Hill and the Bay from the Huntington Hotel and the apartment buildings at 1001 and 1055 California St. Eastward views of the Bay, Angel Island and Yerba Buena Island, the Bay Bridge, and the East Bay would be blocked from apartments on the lower floors of the Nob Hill Condominiums, except for some views from the living and dining rooms at the north and south ends of that building. Direct sunlight to the bedrooms and kitchens of the affected units in the Nob Hill Condominiums would also be reduced by the project. Panoramic views from the topmost floors of the Nob Hill Condominium building would be retained because of the greater height of that building, although new views of the close-in project could detract from the quality of these views.

There are a number of buildings in the area which have been rated in the 1976 Department of City Planning (DCP) inventory of architecturally significant buildings. Within one block of the project site are located two structures of City Landmark quality. The project would differ from these buildings; however, the project design is intended to complement the older Park Lane Apartments adjacent to the project site. The proposed project would require demolition of the 1130 Sacramento St. townhouse, rated '3' in the 1976 DCP survey.

SHADOWS

The project would create more extensive shadow patterns in the project vicinity than those that exist at present. Some shadow patterns in fall, winter, and spring afternoons would coincide with those currently cast by existing structures and would therefore result in no net new shadow effects. During the early morning hours of all seasons of the year, portions of Sproule Lane, as well as the eastern side of the Nob Hill Condominiums, would be shaded by the proposed project. The project would increase the shadows cast on the garden behind the Park Lane Apartments by shading it during the early afternoon hours of all seasons of the year. Building facades facing Malvina Place, northeast of the project, would be shaded by the project during midday hours in the fall, winter, and spring.

In March and September, project shadows would extend as far north as Clay St. Between 9:00 a.m. (9:45 a.m. in September) and 3:00 p.m. (3:45 p.m. in September), the shadow would trace a path generally along the roofs of the existing buildings on the south side of Clay St., from Taylor to Mason Sts. At its farthest northward extent, the shadow would reach onto Clay St., but would not cross it.

In June between 9:00 a.m. and 3:00 p.m., project shadow would be limited to the interior of the blocks between Sacramento, Clay, Taylor and Mason Sts.

In December, project shadows would extend as far north as Washington St. Between 9:00 a.m. and 3:00 p.m., the shadow would trace an arc from the intersection of Taylor and Washington Sts., receding as it approached the Chinese Recreation Center at about noon, and lengthening to reach the intersection of Powell and Washington Sts. by 3:00 p.m. At 9:00 a.m. and again at 3:00 p.m., the shadow would reach across Washington St. to touch the fronts of the structures there; between those times, the shadow would remain south of Washington St.

No new shadows would be cast by the project on any back-yard, open-space or vacant area located on blocks other than the project block.

No new shadows would be cast by the project on the Chinese Recreation Center playground. New shadow would be cast by the project on the roof of the gymnasium of the Chinese Recreation Center between the hours of noon and 2 p.m. in December.

TRANSPORTATION, CIRCULATION AND PARKING

The proposed project's transportation impacts were analyzed with three methods: the worst-case transit method; the worst-case traffic method and the Donald Goodrich (an independent transportation engineer) method. This report presents the worst-case traffic method and worst-case transit method; the Goodrich method, based on observations at the Nob Hill Condominiums, and predicting traffic impacts intermediate between those of the worst-case traffic and worst-case transit methods, is discussed in Appendix D, p. A-26.

Trip Generation

Estimates of travel from the project are based on the number of proposed residential units in the project. The project would generate about 540 person trip-ends (pte) daily, of

which about 55 would occur during the p.m. peak hour of street operations in the area adjacent to the site.

Worst-Case Transit. Under the worst-case transit method (which is the standard modal split analysis used for estimating transportation impacts), during the p.m. peak-hour, project travel would be a maximum of about 15 pedestrian pte, about 35 transit pte and about 5 auto pte (about 4 vehicle trip-ends (vte)). Under this scenario, the project would generate approximately 0.06 peak-hour vte per dwelling unit.

Under this analysis, as noted above, the project would generate about 35 p.m.-peak-hour transit riders. If all of the project riders were assumed to ride the 1-California Muni line (the closest line to the project site), they could not be accommodated in the p.m. peak hour under 1983 capacity conditions. With the reopening of the California St. cable car line in 1984, the 1-California line could accomodate peak-hour project demand. Peak-period (two hour) capacity on the 1-California line was available (in 1983) to absorb project transit demand.

Worst-Case Traffic. To better represent the travel characteristics of the project and to provide a worst-case traffic analysis, an independent analysis of trip generation was done. If, as a worst case for traffic impacts (which would reduce the pedestrian travel and transit ridership projections for the project to essentially zero), all of the travel to the project by residents and visitors on a daily basis was assumed to occur in vehicles, then the project could be assumed to generate about 430 vehicle trip-ends (vte) per day (about 45 vte in the p.m. peak-hour), which would be 6.1 vte per dwelling unit per day (p.m. peak-hour generation would be about 0.63 vte per dwelling unit). This generation represents maximum auto use to and from the site.

Under this analysis, the project could add about 145 vte per day to Ewer Place and about 285 vte per day to Sproule Lane. In the p.m. peak-hour, traffic additions would be about 15 vte to Ewer Place and about 30 vte to Sproule Lane. Even in this worst-case for traffic generation, the absolute volumes on Sproule Lane and Ewer Place would not exceed the capacity of the two streets to carry traffic (although the daily increase in traffic on Sproule Lane would be about 60% of the existing traffic volume of about 500 vte per day; the p.m. peak-hour increase would be 100%). The project would not result in a change in the levels of service at any of the intersections in the project vicinity; effects at intersections closer to Downtown and the financial district would be statistically insignificant.

As noted, the Goodrich method (see Appendix D) leads to predicted traffic generation levels that fall between those of the worst-case transit and the worst-case traffic methods.

The project would provide 107 parking spaces on-site. The City Planning Code requires one space for each dwelling unit, or 71 spaces, and permits up to 150% of that requirement as accessory parking (Section 204.5(c)), for a maximum total of 107 spaces for the project. If automobile ownership for the project were equivalent to that in the surrounding area (Census Tract 112), project resident parking demand would be for 46 spaces; parking demand from visitors would increase this number. On the basis of a previous study, total parking demand by residents and visitors could be in the range of 57 to 78 spaces.

The worst-case transit approach (standard modal-split) is also worst-case for generation of walk trips. Under this approach, the project would add about 15 pedestrians (plus about 35 persons walking to transit stops) to the Sacramento St. sidewalk in front of the project site in the p.m. peak hour, or less than one pedestrian every minute. This would have a statistically insignificant impact on pedestrian flow in the area. Under the worst-case-traffic approach, the project would generate fewer pedestrian and transit trips (approaching zero) than under the worst-case-transit approach, and thus would have less impact on sidewalk operations.

Other residential developments under review, approved, or under construction in the project area would add a cumulative daily total of about 590 person trip-ends to the streets in the vicinity. In combination with project trips, there would be an additional 115 p.m.-peak-hour person trips. Using the worst-case transit approach the trips would be distributed as follows: 75 by transit, 30 walking, and 10 by vehicle (8 vte). With the worst-case traffic approach, vehicular travel in the peak-hour would approach 95 vte. Such increases would not be noticeable within the daily fluctuations of travel.

Under the City Planning Code formula (Section 152), the amount of floor area proposed for the project would require the provision of one off-street loading space; the project would comply with this requirement.

AIR QUALITY

Upon completion, the project would affect air quality in two ways. Emissions would be

generated by project-related traffic (primarily carbon monoxide, CO), and by combustion of natural gas for building space and water heating (primarily nitrogen oxides, NOx). Transportation sources would account for over 90% of project-related emissions. Motor vehicle trips associated with the project would emit more hydrocarbons (HC) than nitrogen oxides (NOx), both of which are chemical precursors of ozone. Emissions from building natural gas combustion would consist primarily of NOx, but would be minor compared with those from vehicular sources.

It is possible that excess NOx emissions generated by the project could contribute to a cumulative increase in ozone and/or nitrogenous oxidant concentrations further downwind, outside the Bay Area. In addition, incremental NOx emissions generated by the project could contribute to a cumulative reduction in visibility, or, to a relatively small extent, to a cumulative increase in acid rain further downwind, outside the Bay Area.

No excesses of the CO standards (Federal nor State) are projected under any scenario at either intersection analysed in this report (Mason/Sacramento and Taylor/Sacramento). Project-generated traffic would contribute about 0.1 part per million (ppm) to the one-hour carbon monoxide (CO) concentrations in the project vicinity. CO concentrations are predicted to be less in 2000 than in 1984.

Emissions of TSP generated by the project would contribute to a cumulative increase in TSP concentrations, which could increase the frequency of TSP standard violations in San Francisco, with concomitant health effects and reduced visibility.

However, many of the project-related vehicle trips have already been counted in cumulative traffic going to and from new office and retail developments in San Francisco; in addition some project residents could already be living in San Francisco. Thus most of the increases in NO_x, CO and TSP indicated above would not be additional increases in pollutants, since they have already been considered in cumulative analyses.

The project would not conflict with the pollution reduction strategies recommended by the 1982 Bay Area Air Quality Plan. These strategies consist primarily of HC and CO emission controls on stationary sources and motor vehicles, and transportation improvements, and are aimed at attaining the national ozone and CO standards. As discussed above, emissions associated with the project are not projected by this EIR to increase ozone concentrations or to result in violations of CO standards, and thus would not conflict with the objectives of the 1982 Bay Area Air Quality Plan.

NOISE

The 100 % increase in traffic on Sproule Lane (peak-hour, worst-case traffic approach), ignoring all other noise sources in the area (mainly traffic on Sacramento and Clay Sts.), would result in a time-averaged peak-hour increase in noise levels along Sproule Lane of about 3 dBA. However, because of background noise levels in the area, the actual time-averaged increase in noise on Sproule Lane would be less than this by 1-2 dBA. A 1-2 dBA increase in time-averaged environmental noise is imperceptible to the untrained human ear. Therefore, no time-averaged noise impact associated with increased traffic due to the project would be expected. Noise from individual vehicles would be distinguishable, especially in the portion of Sproule Lane midway between Clay and Sacramento Sts., and along Ewer Place.

ENERGY

The project would consume about 270,000 British thermal units (Btu) per sq. ft. annually (equivalent to about 7,145 barrels of oil per year), or about 744 Btu per sq. ft. per day. Title 24 of the California Administrative Code specifies only prescriptive standards (specific energy conservation measures) for residential buildings over four stories high; there are no maximum energy standards. The prescriptive standards include measures such as weather-stripping, appliance efficiency, and wall, roof and pipe insulation.

The project would have a connected electrical load of about 2,500 kilowatts (kW) and would consume about 3.0 to 3.6 million kilowatt hours (kWh) of electricity per year. The projected average electrical consumption is about 1.6 to 1.9 kWh per gross sq. ft. per month. Peak electrical demand would be about 990 kW and would typically occur at about 7:00 p.m. on January evenings. The project would consume about 47,000 therms of natural gas annually. Peak demand for natural gas would be about 54 therms per hour. Project-related transportation would cause additional, offsite energy consumption of a maximum of about 34,000 gallons of gasoline and diesel fuel annually, on the assumption that all project trips are new trips; this results in some double counting, as some project trips would be going to (or coming from) new retail and office development, which is already counted as part of cumulative development traffic and energy consumption calculations in the downtown).

By the year 1990, San Francisco's energy requirement is projected to be for about 4.2 billion kWh of electricity and about 35 billion cu. ft. of natural gas per year. By the year 2000 San Francisco's energy requirement is projected to be for about 5.0 billion kWh of electricity and about 35 billion cu. ft. of natural gas per year.

HAZARDS

Fire Department and emergency vehicle access to the project would be from Sacramento St., Sproule Lane and Ewer Place. Emergency stairways would exit onto both Ewer Place and Sproule Lane. On the roof level, the Fire Department requires access to roof decks on both sides of the building; the project would meet all Fire Department requirements.

GROWTH INDUCEMENT

After full occupancy, on-site population would increase to about 150 persons. The project would not be expected to encourage additional residential development, as the surrounding area is already predominantly residential, and potential nearby development sites are limited.

C. MITIGATION MEASURES

Several of the mitigation measures included in the project that would mitigate potential environmental impacts are listed below; a complete list is contained in Section V., p. 93:

Shadows

- The building has been designed to add no new shadow to the Chinese Recreation Center playground (at Mason and Washington Sts.) at any time.

Transportation

- The project sponsor is proposing to repave Ewer Place and is considering widening it in order to improve access.

- Bollards would be placed along the east side of Sproule Lane, to discourage illegal parking and improve visibility and safety.

Air Quality

- The project sponsor would require the project contractor to sprinkle demolition sites with water and to institute other mitigation measures to reduce air pollutant emissions.

Energy

- Space heating would be provided by water-to-air heat pumps, for energy efficiency.

- Operable windows would be used as the primary source of ventilation and cooling, to reduce energy used in air conditioning.

Geology/Topography

- Should dewatering be necessary, the final soils report shall address the potential settlement and subsidence impacts of this dewatering.

Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services.

D. ALTERNATIVES TO THE PROPOSED PROJECT

No-Project Alternative

This alternative would involve no change to the project site as it now exists; no environmental impacts associated with the proposed project would occur. The existing on-site building would not be demolished, and the rest of the site would remain vacant. The project sponsor has rejected this alternative as it would be an economic underuse of the site.

Community-Design Alternative

This alternative was designed at a conceptual level by MLTW/Turnbull Associates, Architects and Planners, and is supported by the Nob Hill Neighbors and the Nob Hill Association. The Community-Design Alternative would be about 40 ft. high (from Sacramento St.), and would be set back about 64 ft. from Sacramento St.; a raised courtyard (about 5 ft. above the Sacramento St. level) would front on Sacramento St. There would be two rows of units facing Sacramento St. with a 30 ft. deep open space between the rows and a rearyard setback of about 15 ft. behind the northernmost row of units. This alternative would include 33 units; a portion of the building would occupy Lot 44. This alternative would also include units on Lots 2 and 4 (between Ewer Place and Malvina Place); these lots are not currently a part of the project site. Residential units would cover approximately 48% of the 24,000 sq. ft. site area; the subsurface parking garage would cover 100% of the area.

A total of 121 parking spaces would be proposed with this alternative, with extra spaces being sold or rented to area residents. The proposed parking for this alternative would exceed (by 145%) the maximum number of parking spaces of 49 allowed by the City Planning Code for this alternative (1.5 permitted spaces per unit); thus Conditional Use authorization by the City Planning Commission would be required.

This alternative would block public views of Coit Tower, Telegraph Hill and the Bay from Huntington Park, as would the proposed project. The reduced height of this alternative and the setback from Sacramento St. would mean that fewer residential units in the Nob Hill Condominium building and the Park Lane Apartment building would have their private views blocked or diminished. At a maximum height of about 40 ft. (versus 160 ft. for the proposed project), this alternative would reduce the length of the project's shadow trace by about 75%. This would result in less new shadow on roofs, backyards and streets.

If the alternative included only the permitted number of parking spaces, traffic would be less than with the proposed project; on the basis of the worst-case traffic method, this alternative would generate about 200 vte per day, of which about 20 would occur during the peak-hour. Traffic-related air-quality and noise impacts would be reduced proportionately (by about 55%). However, with 121 parking spaces (14 more than with the proposed project) this alternative would result in greater worst-case traffic impacts than

the proposed project. Traffic-related air-quality and noise would be proportionately greater (by about 13 %).

The project sponsor does not wish to build on Lot 44, or on Lots 2 and 4, which are not part of the project site, and also maintains that this alternative would not be economically viable (with fewer than half the number of marketable units of the proposed project). Therefore, the sponsor has rejected this alternative.

Reduced-Height Alternative

The Reduced-Height Alternative would be similar to the proposed project, but 24 ft. shorter. It would be set back (as is the proposed project) at the fifth level. This alternative would be approximately the same height as the adjacent 136-ft.-tall Park Lane Apartments and would consist of 59 units with 88 parking spaces. Access to this alternative, both vehicular and pedestrian, would be, as for the proposed project, from Sproule Lane and Ewer Place.

Public view blockage from Huntington Park would be the same as for the proposed project. Views of the Bay, East Bay Hills, Telegraph Hill and Coit Tower would be blocked. Fewer residential units adjacent to the site (essentially two floors of the Nob Hill Condominium building) would have their private views blocked by this alternative than with the proposed project. This alternative would (as would the proposed project) complete the enclosure of Huntington Park, creating a building "wall" effect. Shadow impacts of this alternative, because of its reduced height (24 ft. shorter) would be proportionately less (about a 15 % reduction in the length of the shadow trace) than for the proposed project.

Worst-case traffic resulting from this alternative would be less than for the proposed project. On the basis of the worst-case traffic model, this alternative would generate about 355 vte per day, with about 35 vte during the peak-hour. Traffic-related air-quality and noise impacts would be reduced proportionately (by about 20 %). The energy demand of this alternative would also be proportionately less (by about 15 %) than for the proposed project. Fire Department requirements for this alternative would be similar to those for the proposed project. This alternative was rejected by the project sponsor because it would provide a poorer visual transition between the Nob Hill Condominiums and the Park Lane Apartments, would be an economic underuse of the site and would not provide sufficient return on investment.

65-ft. Alternative

This alternative was developed in response to the proposed Nob Hill zoning reclassification, initiated by the Board of Supervisors on August 20, 1984. The proposed reclassification would replace portions of an existing 160-A height and bulk district with a 65-A height and bulk district, reducing the maximum allowable building height to 65 ft., rather than the 160 ft. currently permitted.

The 65-ft. Alternative would consist of a seven-story tower (65-ft.-tall), with 71 units and 107 parking spaces, as well as a four-story townhouse (the same as in the proposed project).

Access to this alternative, both vehicular and pedestrian, would be, as for the proposed project, from Sproule Lane and Ewer Place.

This alternative would block public views of Coit Tower, Telegraph Hill and San Francisco Bay from Huntington Park, as would the proposed project. The reduced height of this alternative would mean that fewer residential units in the Nob Hill Condominium building would have their private views blocked or diminished. As with the proposed project, this alternative would complete the enclosure of Huntington Park, and would contribute to the building "wall" effect as viewed from ground level along Sacramento Street (although not to the same extent as the proposed project). This alternative would contrast with the taller Nob Hill Condominiums (220 ft.) and the Park Lane Apartments (136 ft.).

This alternative would result in a shadow trace approximately 60% less than with the proposed project. This would result in less new shadow on roofs, backyards and streets.

With 107 parking spaces, this alternative would generate the same amount of traffic as the proposed project; traffic-related air-quality and noise impacts would also be the same. The on-site energy demand of this alternative would be about 60% less than for the proposed project. Fire Department requirements for this alternative would be similar to those for the proposed project.

The project sponsor believes that this alternative would provide a poorer visual transition between the Nob Hill Condominiums and the Park Lane Apartments than the proposed project. The project sponsor considers that this alternative would be an economic underuse of the site, and would not provide sufficient return on investment.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

The proposed project is sponsored by Summa Resources, Inc., whose objective is to meet a perceived need for high quality housing in San Francisco and to obtain a return on invested capital. The project is designed by Kaplan/McLaughlin/Diaz, Architects.

B. LOCATION OF THE PROPOSED PROJECT

The project site is located on Nob Hill in San Francisco on a roughly rectangular parcel fronting on a relatively level block of Sacramento St. at Sproule Lane, opposite the Pacific Union Club (see Figure 1, p. 20).

The 16,824-sq. ft. project site is on Nob Hill in Assessor's Block 222, and consists of Lots 10, 11, 33, 34, 44 and 45. All of the lots are vacant except Lot 10, which contains a three-story single-family townhouse (1130 Sacramento). The site fronts on Sacramento St. and Sproule Lane between Taylor and Mason Sts. The site is west of the 136-ft.-high Park Lane Apartments at 1100 Sacramento St., and east of the 220-ft.-high Nob Hill Condominiums at 1170 Sacramento St. The site is bounded by frame dwellings and apartments on Sproule Lane and Malvina Place to the north and east. The site faces the Pacific Union Club across Sacramento St. and is diagonally across Sacramento St. from Huntington Park, a public open space. There is a vacant parcel of land between Ewer Place and Malvina Place which abuts a portion of the eastern property line of the project site. Five of the six lots on the project site are in an RM-4 (Mixed Residential, High Density) zoning district and a 160-A height and bulk district; the northernmost lot (Lot 44) is in an RM-3 (Mixed Residential, Medium Density) zoning district and a 65-A height and bulk district.

C. PROJECT CHARACTERISTICS

The proposed project would be the construction of two condominium buildings, a 17-story tower and a four-story townhouse (see Figures 2-5, pp. 21 to 24).

The proposed 17-story tower would contain about 148,200 gross sq. ft. and would be 160 ft. high, in compliance with the 160-A height and bulk district in which it is located. (See Table 1, Project Characteristics, p. 16.) It would contain one penthouse unit (6,500 sq. ft.; approximate selling price $2.6 million in 1984 dollars), 58 two-bedroom units (average size 1,900 sq. ft.; approximate selling price $760,000), and ten one-bedroom apartment units (average size 900 sq. ft.; approximate selling price $360,000). The townhouse would provide two 3,500 sq. ft. three-bedroom units (approximate selling price $1.4 million each). (See Figures 6 and 7, pp. 25 and 26; Ground Floor Plan and Typical Upper Level Floor Plan.) The facades of both buildings would be clad in tempered glass and reinforced concrete with granite veneer. The residential tower would comprise a three-part vertical facade with regularly spaced window openings; the central portion of the facade would feature bay windows. The townhouse structure would essentially repeat the strong vertical lines of the tower. A 16-ft.-high mechanical penthouse would be located on the roof of the residential tower; it would be set back from all edges of the building (see Figure 8, p. 27).

The project would contain a total of 71 units, all of which would be on the RM-4 portion of the site. The project would comply with all of the provisions of the City Planning Code. The 17-story tower, fronting on Sacramento St., would comply with the 160-foot height limit in the 160-A Height and Bulk District in which it is situated. The mechanical equipment would be 16 feet tall at its highest point above the rooftop deck, for a total building height of 176 ft. (mechanical equipment is permitted to exceed the height limit as stated in Section 260(b) B of the City Planning Code). Conditional Use authorization by the City Planning Commission is required for any project more than 40 feet in height in a residential district (see Land Use, Section III.A., p. 31).

The RM-3 portion of the property would contain a 15-foot rear yard on natural grade (1,125 sq. ft.), and a landscaped deck (providing 2,670 sq. ft. of open space), which would extend about 35 feet north of the tower, over the enclosed parking levels. Additional open space would be provided on the roof. The project would comply with the City Planning Code open space requirement of 3,312-sq. ft. for the project; a total of 4,590 sq. ft. of deck space is proposed.

The ground floor of the tower would contain a reception and lobby area and four apartments, one of which would be for the building manager. At the fifth level, the tower would be set back 25 ft. from the property line on Sacramento St.; the fifth-level setback

TABLE 1: PROJECT CHARACTERISTICS

NUMBER OF STORIES AND UNITS

	Stories	Units
Residential Tower	17	69
Townhouse	4	2

HEIGHT AND BULK MEASUREMENTS OF TOWER

	Proposed	Permitted
Height	160	160
Length	110 *	110 *
Diagonal	125 *	125 *

* above height of 40 ft.

PROPOSED FLOOR AREA

Residential Tower	Gross Building Area (Sq. Ft.)	Townhouse	Gross Building Area (Sq. Ft.)
69 Units	125,292	2 Units	6,756
Lobby, Stairs, Elevator, etc.	21,480	Lobby, Stairs, Elevator	121
Mechanical Penthouse	1,428	Mechanical Penthouse	367
TOTAL	148,200	TOTAL	8,205
Pool	888	Open Space (Decks)	1,076
Open Space (Decks)	3,517		

PARKING

Level 1	11,600
Level 2	11,600
Level 3	14,400
TOTAL	37,600 = 107 stalls

UNIT DENSITY

Zoning District	Portion in Zoning District	Allowed Density	Permitted Number of Units
RM-4	12,984 sq. ft.	1:200	64.9
RM-3	3,840	1:400	9.6

Total number of units permitted: 73
Total number of units proposed: 71

SOURCE: Kaplan/McLaughlin/Diaz and ESA

area would contain an open terrace and swimming pool for use by the building residents. The tower roof would be landscaped and would serve as a garden for the penthouse (see Figure 8, p. 27, Tower Roof Plan). Street trees are proposed along Sproule Lane and Sacramento St.

The main pedestrian access would be from Sacramento St.; there would also be a pedestrian entrance on Sproule Lane. There would be a motor court for passenger drop-off and van loading/delivery in the front of the building (Sacramento St.); access to parking levels would be from Sproule Lane and Ewer Place.

The project would contain three levels of below-grade parking, with a total of 107 parking spaces. The City Planning Code requires a minimum of one parking space per unit, 71 spaces, and permits a maximum of 1.5 spaces per unit, 107 spaces (Sections 151 and 204.5(c)). The project would provide 78 independently accessible parking spaces, and 29 tandem parking spaces. The first two (lowermost) levels (containing 72 spaces) would be accessible from two entrances on Sproule Lane; the third level (containing 35 spaces) would be accessible from Ewer Place (see Figures 9 to 11, pp. 28 to 30: Parking Levels One, Two and Three). The use of Ewer Place for access to parking would be dependent upon issuance of an encroachment permit by the Department of Public Works.

An internal loading dock and garbage handling facilities would be accessible from Ewer Place (see Figure 11, p. 30). Garbage trucks would back down Ewer Place and into the building to load the trash; pickup would occur approximately three times a week between 7:30 a.m. and 8:00 a.m. During garbage pick-up, the Ewer Place entrance/exit would be temporarily blocked to other vehicles.

Emergency vehicles could use the entrances on Sacramento St., Sproule Lane or Ewer Place to gain access to the project.

The project as proposed would not comply with the proposed Nob Hill zoning reclassification which would replace the existing 160-A height and bulk district with a 65-A height and bulk district (see Chapter III.A., Land Use, p. 31). An alternative which would comply with the proposed rezoning is included in this report; see p. 104.

D. PROJECT SCHEDULE, COST AND APPROVAL REQUIREMENTS

Following public review and a public hearing on this Draft Environmental Impact Report (Draft EIR) before the City Planning Commission, responses to all written and oral comments will be prepared. The Draft EIR will be amended as appropriate and presented to the Commission. Once the EIR has been amended to its satisfaction, the Commission will certify the EIR as being adequate, accurate, and objective as specified by the California Environmental Quality Act (CEQA). Certification of the EIR is the first step in processing the proposed project.

Conditional Use (CU) authorization for the project is required because the project site is in a residential district and the height of the project would be greater than 40 ft. (Any building over 40 ft. high in a residential district requires Conditional Use authorization.) As part of the Conditional Use process, there would be a public hearing before the City Planning Commission; often this hearing is held on the same day as EIR certification. The Commission may approve the application and authorize a Conditional Use if "... the proposed use or feature at the size and density contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community..." (Section 303(c) of the City Planning Code). On the basis of the findings in the Final EIR and testimony at the public hearing on the Conditional Use application, the City Planning Commission would approve or disapprove the Conditional Use authorization.

If Conditional Use authorization were granted by the City Planning Commission, the project sponsor would apply for a demolition permit for the existing building on Lot 10, followed by application for a building permit, and for permits administratively reviewed for compliance with fire, electrical, building, and other pertinent codes, and with conditions established by the City Planning Commission, as part of the Conditional Use authorization. (The site permit application for the project, No. 8311259S, was filed on November 3, 1983.)

An encroachment permit from the Department of Public Works would be necessary in order to allow the repaving of Ewer Place. This would include providing proper drainage and junctures with adjoining properties, and maintaining the alley, including carrying liability insurance. No sidewalks would be required by the encroachment permit, provided

that residential type curb depressions would be used at the Mason St. intersections rather than radius type curb returns, and that Ewer Place would be paved with a pedestrian landscape terrace type of material.

The sponsor has a 50-year leasehold agreement on Lot 44 and owns all the other lots on the project site.

It is anticipated that project construction would start approximately six months after permit approvals; initial occupancy would begin 18 months after that. Project construction cost is estimated to be about $12 million, in 1983 dollars.

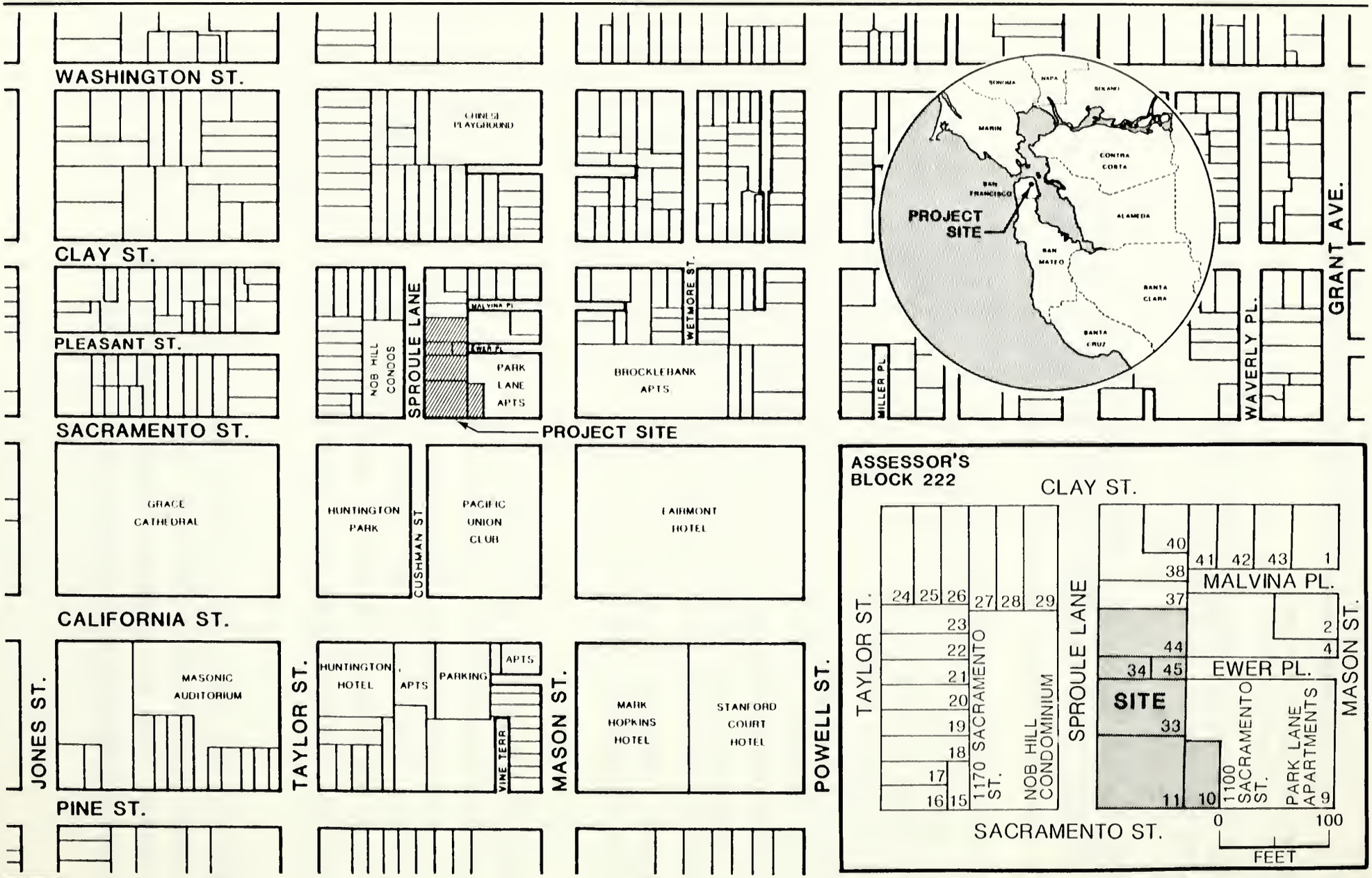


FIGURE 1

PROJECT LOCATION

SOURCE: ESA

0 400

FEET

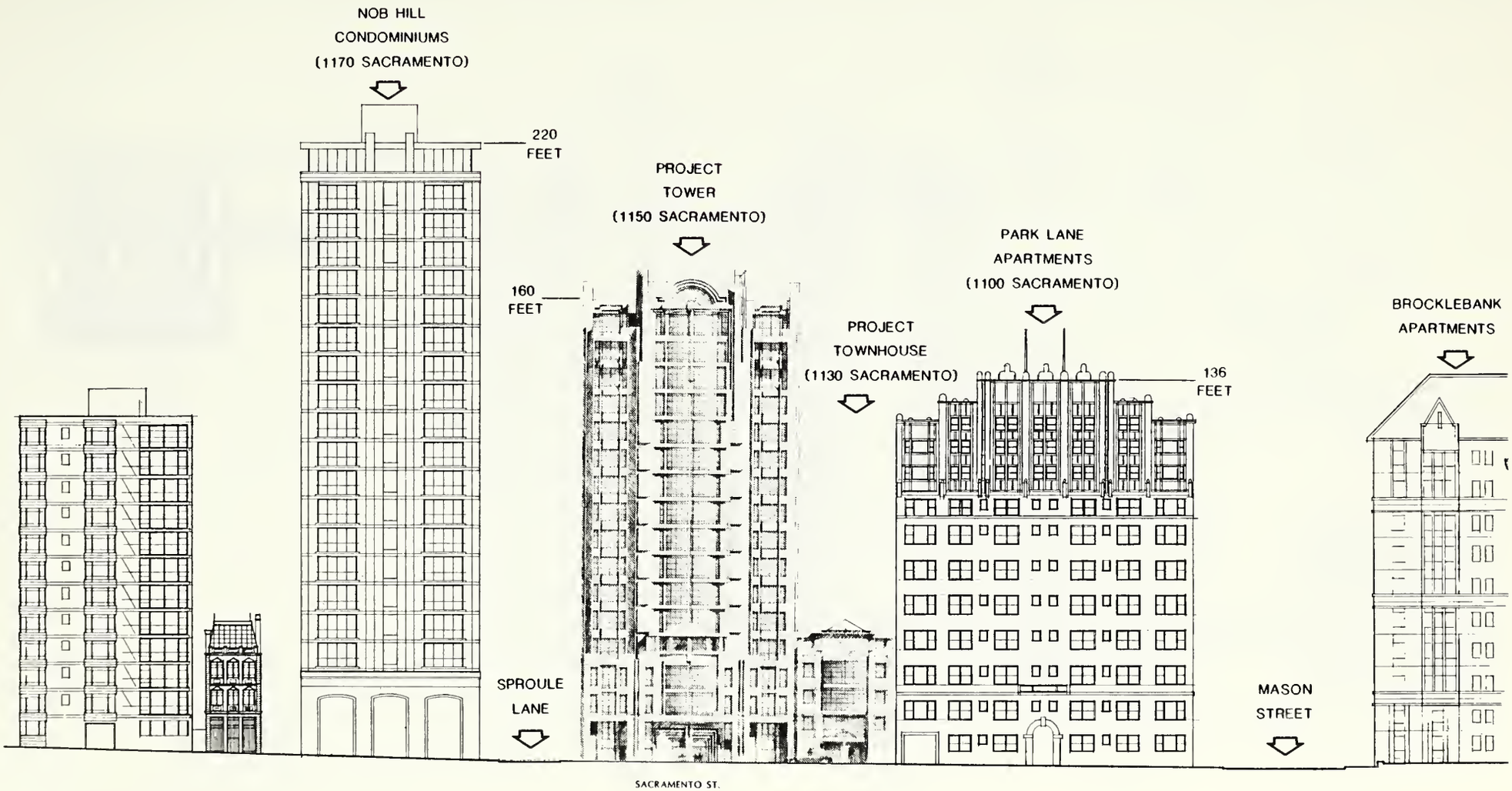


FIGURE 2

SACRAMENTO STREET ELEVATION

SOURCE: Kaplan/McLaughlin/Diaz

0 100
FEET

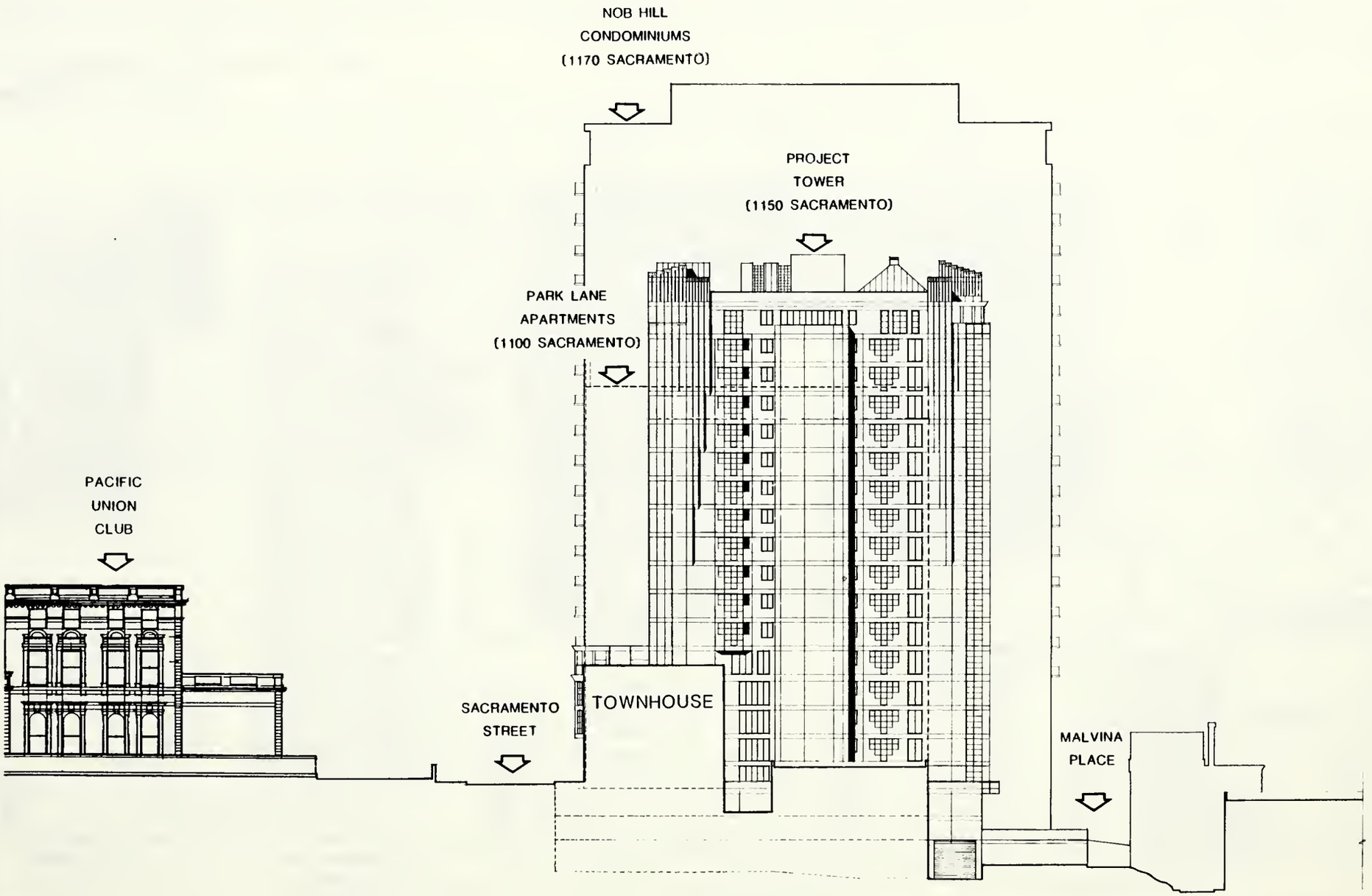


FIGURE 3

MASON STREET ELEVATION

SOURCE: Kaplan/McLaughlin/Diaz

0 100

FEET

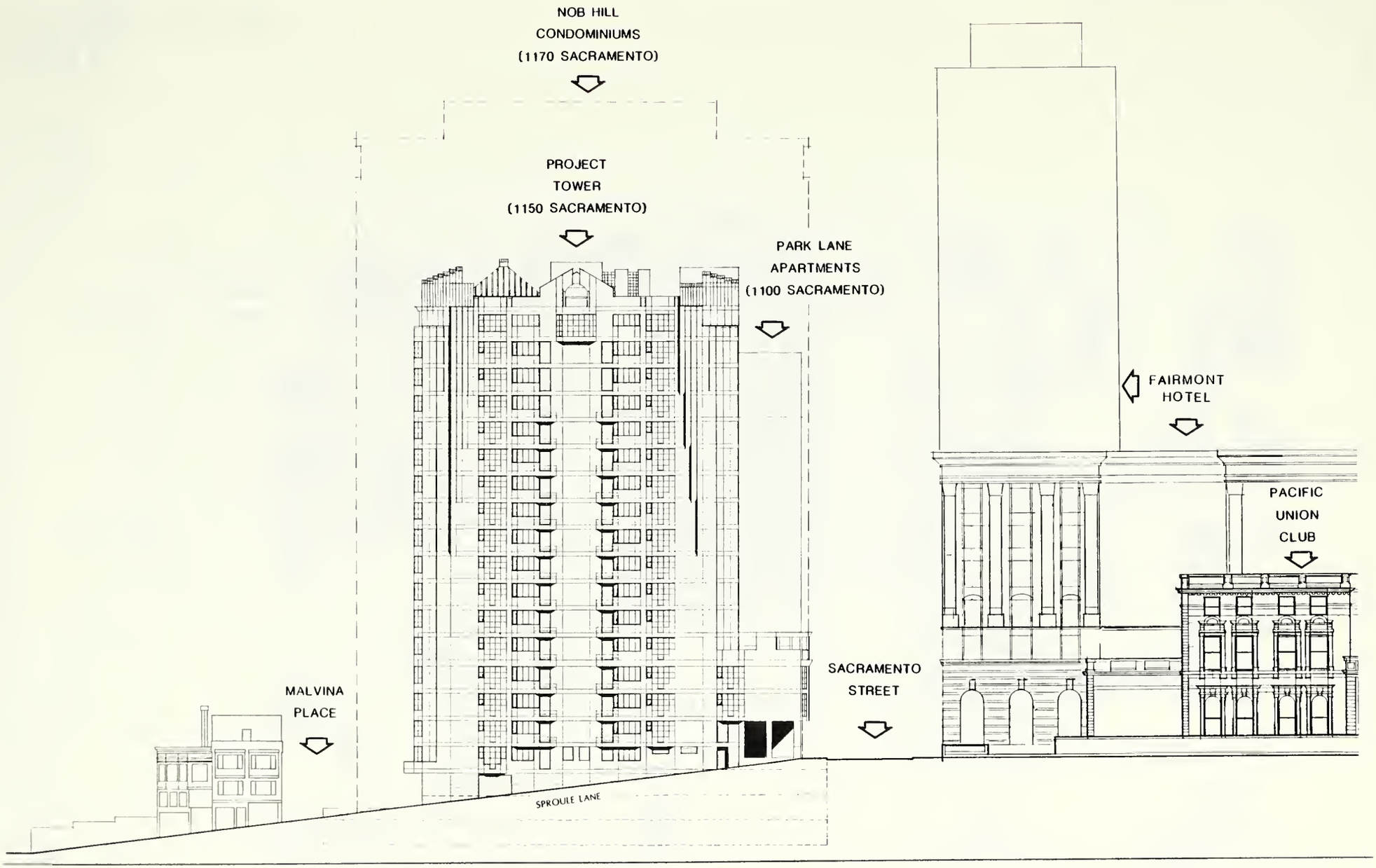


FIGURE 4

SPROULE LANE ELEVATION

SOURCE: Kaplan/McLaughlin/Diaz

0 100

FEET

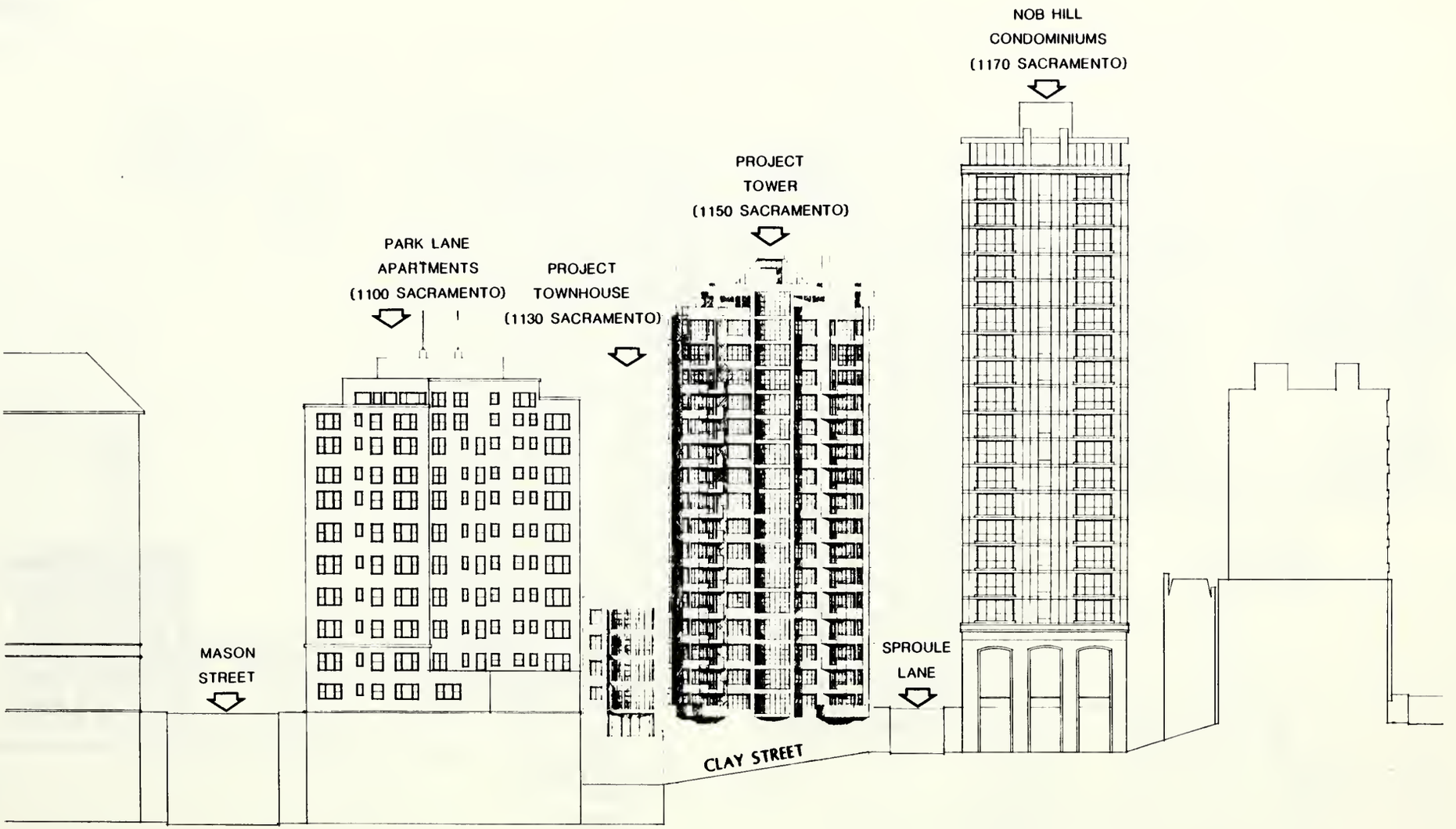


FIGURE 5

CLAY STREET ELEVATION

SOURCE: Kaplan/McLaughlin/Diaz

0 100

FEET

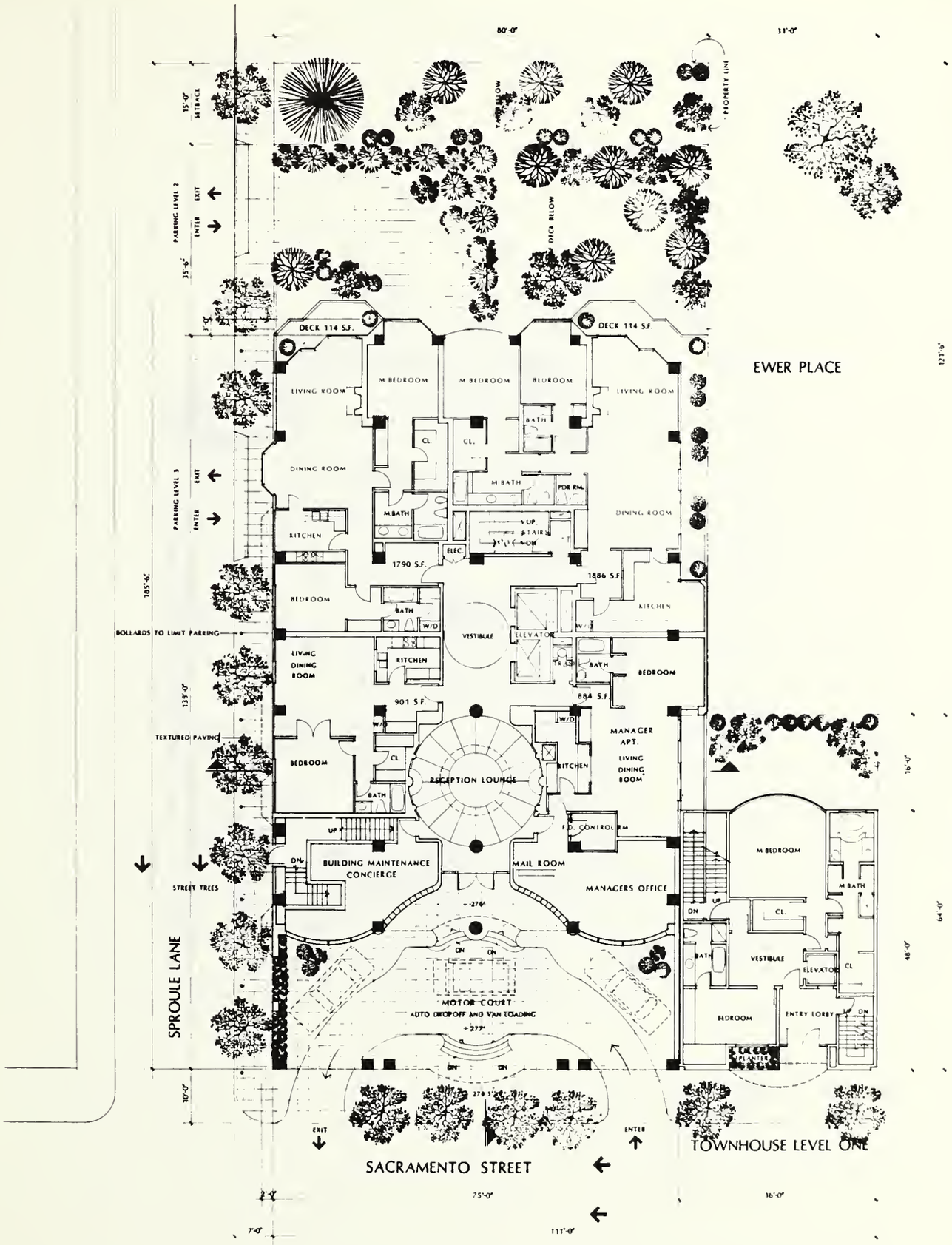


FIGURE 6

GROUND FLOOR PLAN

SOURCE: Kaplan/McLaughlin/Diaz

0 50

FEET

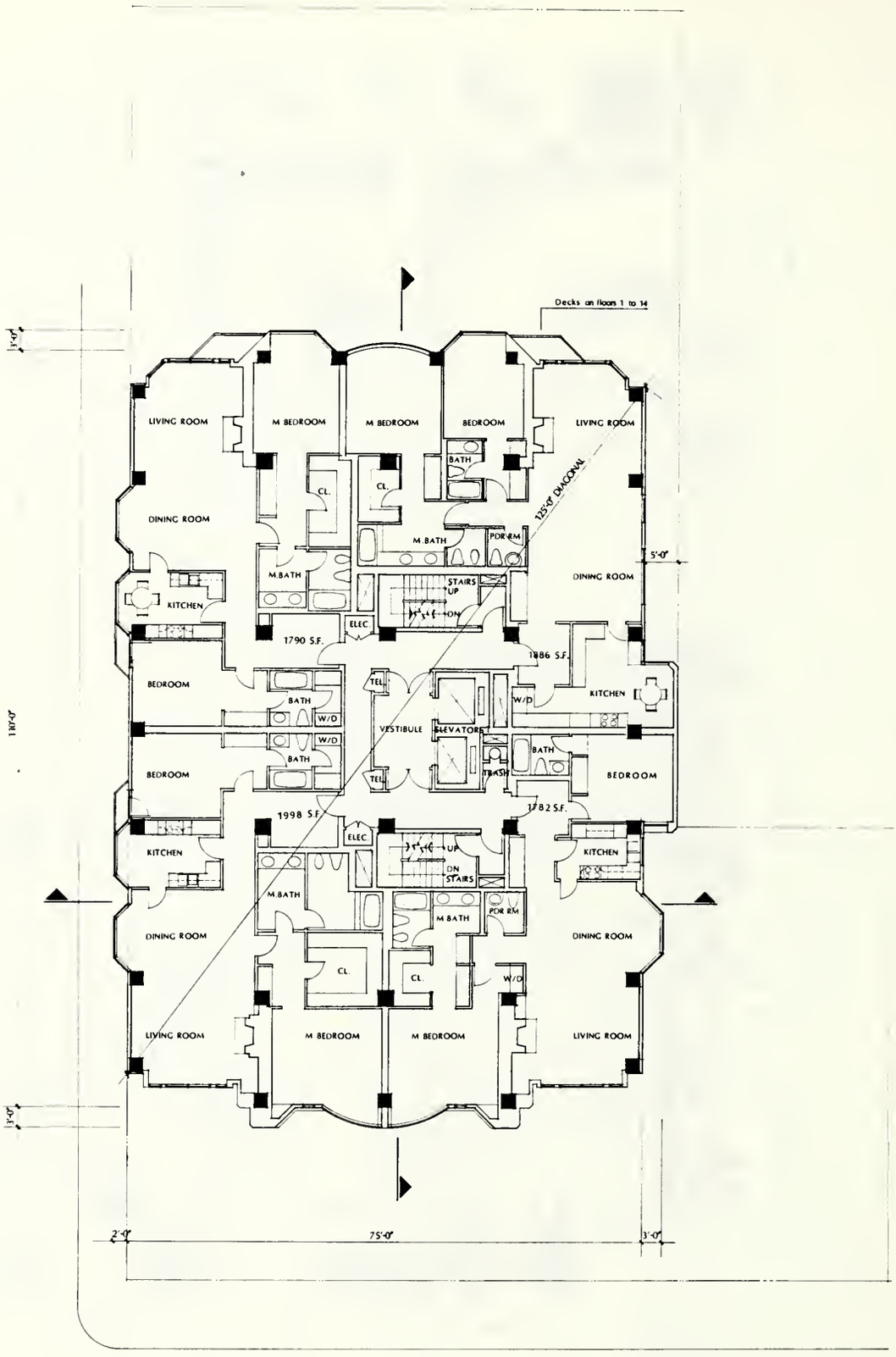


FIGURE 7

TYPICAL UPPER LEVEL FLOOR PLAN

SOURCE: Kaplan/McLaughlin/Diaz

0 50

FEET

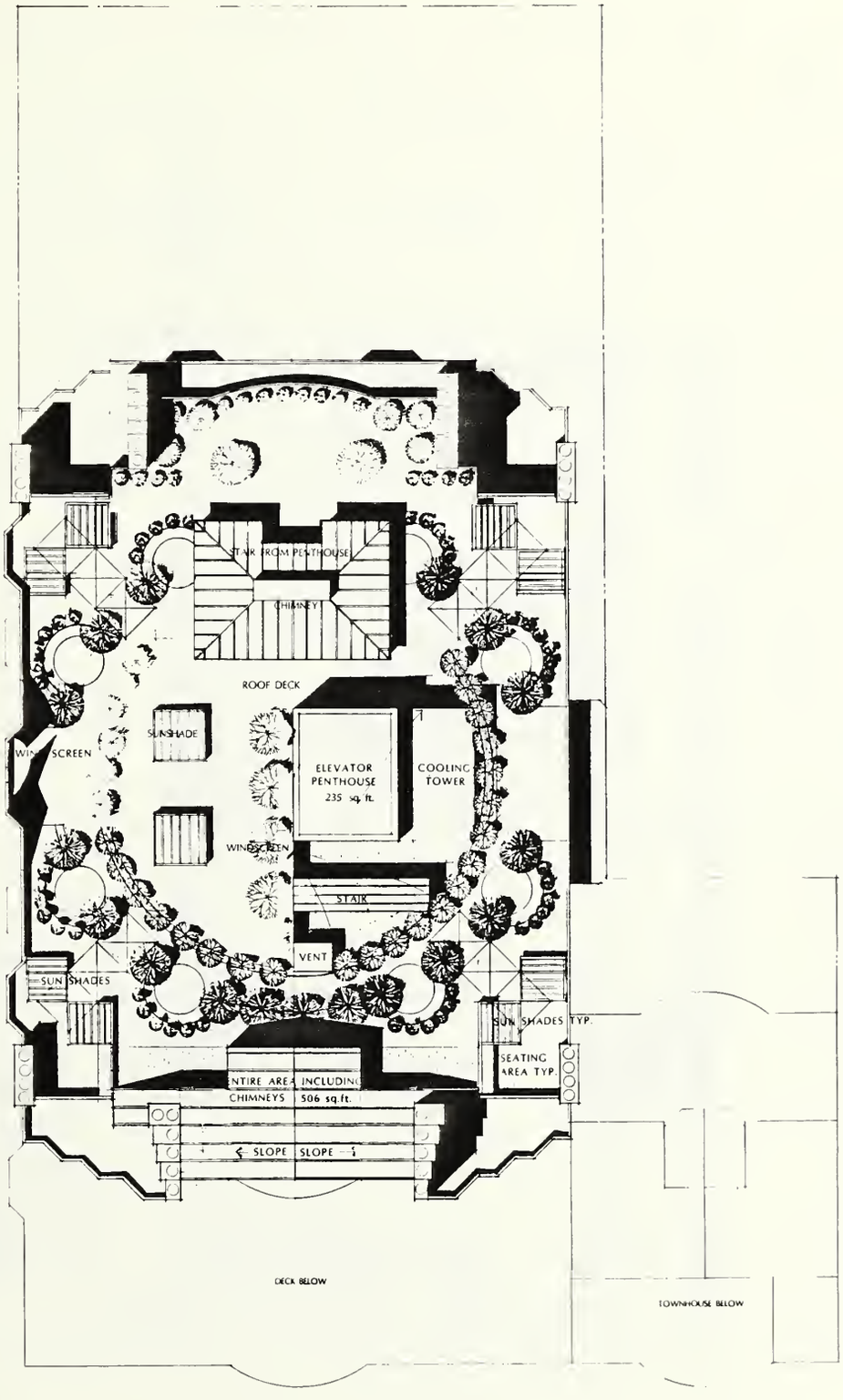


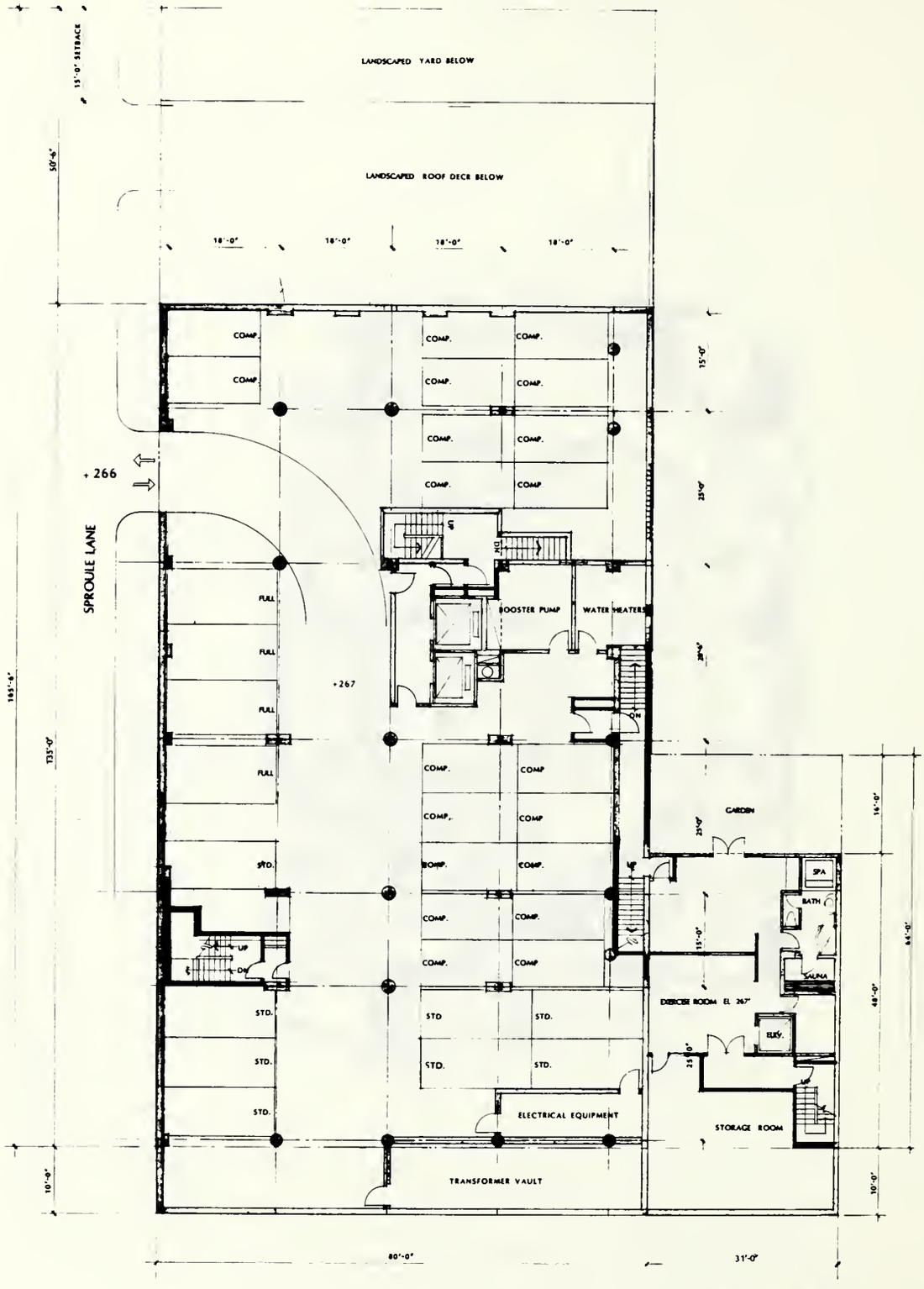
FIGURE 8

TOWER ROOF PLAN

SOURCE: Kaplan/McLaughlin/Diaz

0 50

FEET



TOWNHOUSE BASEMENT

FIGURE 9

PARKING LEVEL ONE

SOURCE: Kaplan/McLaughlin/Diaz

0 50

FEET

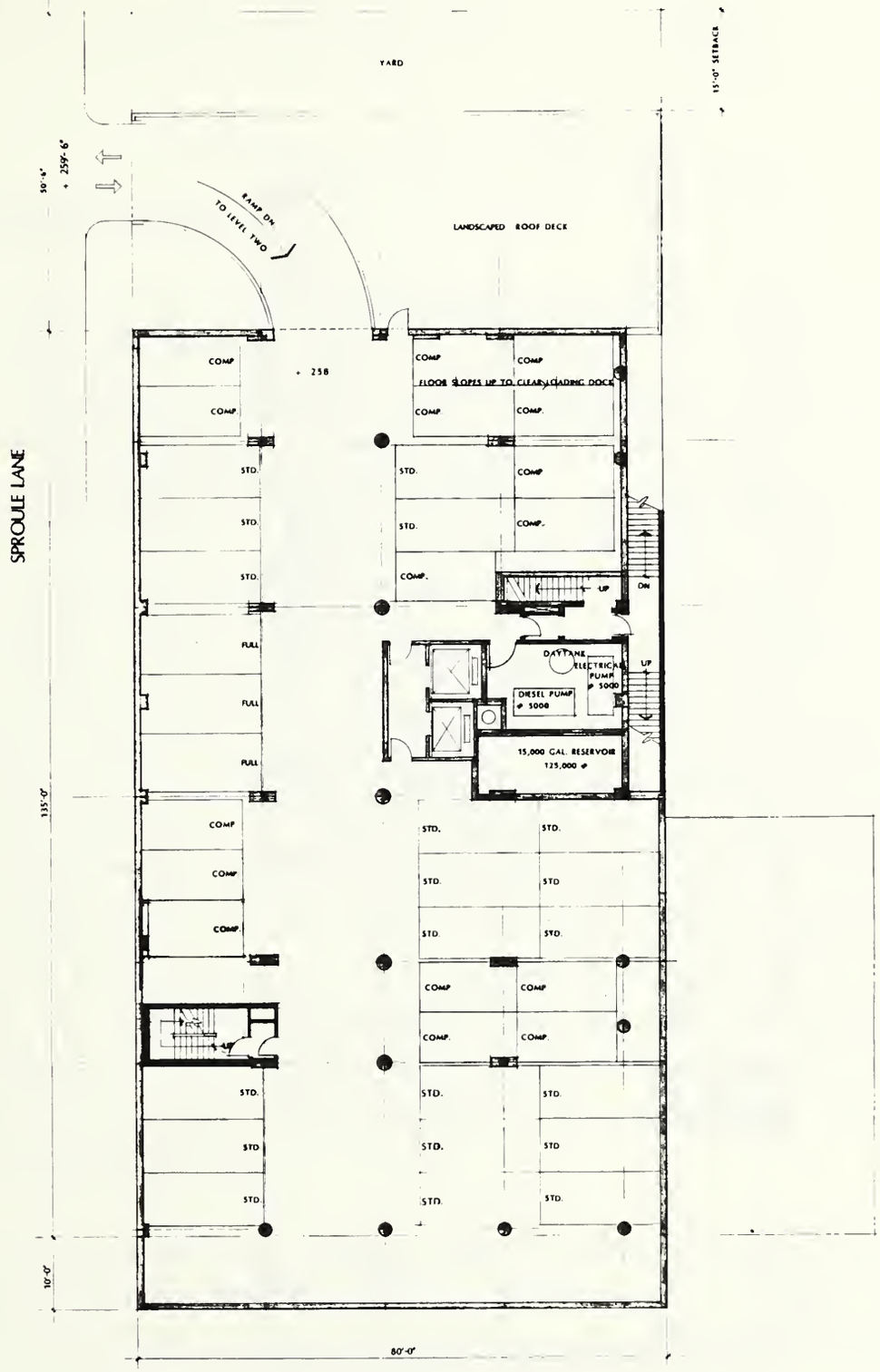


FIGURE 10

PARKING LEVEL TWO

SOURCE: Kaplan/McLaughlin/Diaz

0 50

FEET

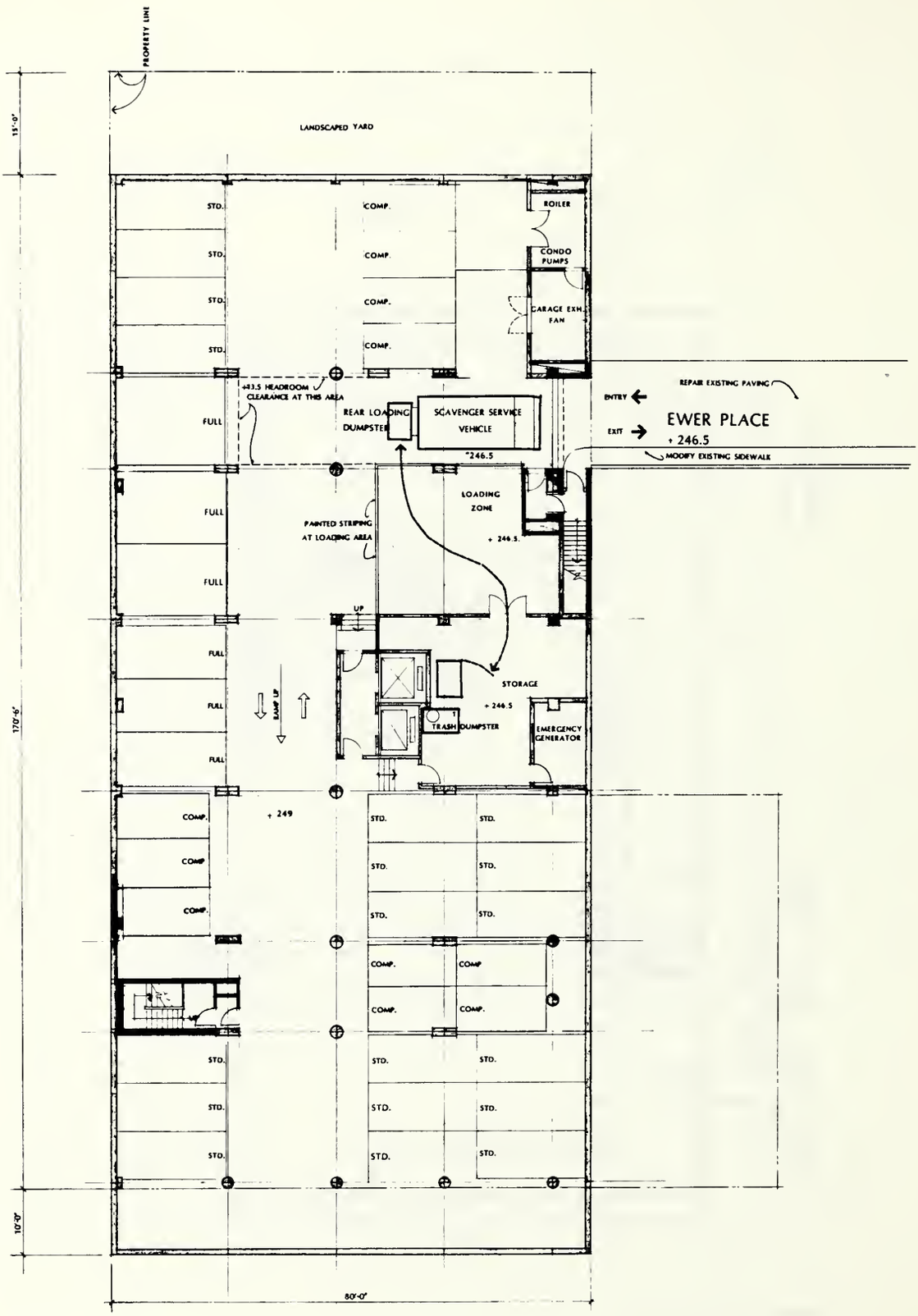


FIGURE 11

PARKING LEVEL THREE

SOURCE: Kaplan/McLaughlin/Diaz

0 50

FEET

III. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

The site is in an area of the City that has a unique combination of quasi-public and private uses, and a special identity, known beyond its immediate environs. The top of Nob Hill, of which the site is a part, has four hotels which attract visitors to their restaurants, supper clubs, bars, boutiques, and convention facilities, as well as overnight rooms and suites. The 3,000-seat Masonic Auditorium on California St., one block southwest of the site, is used for major public concerts, recitals, and conventions, and for lodge meetings. The gothic Grace Cathedral, one-half block west of the site, is the diocesan seat of the Episcopal Church in California. The brownstone Pacific Union Club, opposite the site, is a membership club with dining and residential facilities. With these uses imparting a special character to Nob Hill in scale, design, and type of use, the project area (especially north, east and west of the site) is, nonetheless, primarily residential (see Figure 12, p. 32). Residential uses occur in medium- and high-rise apartment and condominium buildings on top of the hill (around the project site) and in two- to four-story frame buildings on the slopes north of the project site. Adjacent to the project site are the 71-unit, 20-story, 220-ft.-high Nob Hill Condominium building on the west side of Sproule Lane at 1170 Sacramento St. and the 33-unit, 11-story, 136-ft.-high Park Lane Apartment building east of the project site at 1100 Sacramento St. The land between Malvina Place and Ewer Place east of the project site, and north of the Park Lane Apartments, is currently vacant.

Other developments proposed in the project vicinity include: 1300 Sacramento St., where 24 condominium units are proposed; 1400 Jones St., where 18 units are proposed; 1208-1212 Jones St., where 12 units are proposed; and, 897 California, where 24 units are proposed. (See Appendix D, Table D-2, p.A-35.)

The project site is to the immediate north of the Nob Hill Special Use District, where hotels and inns are permitted Conditional Uses (Section 238 of the City Planning Code).

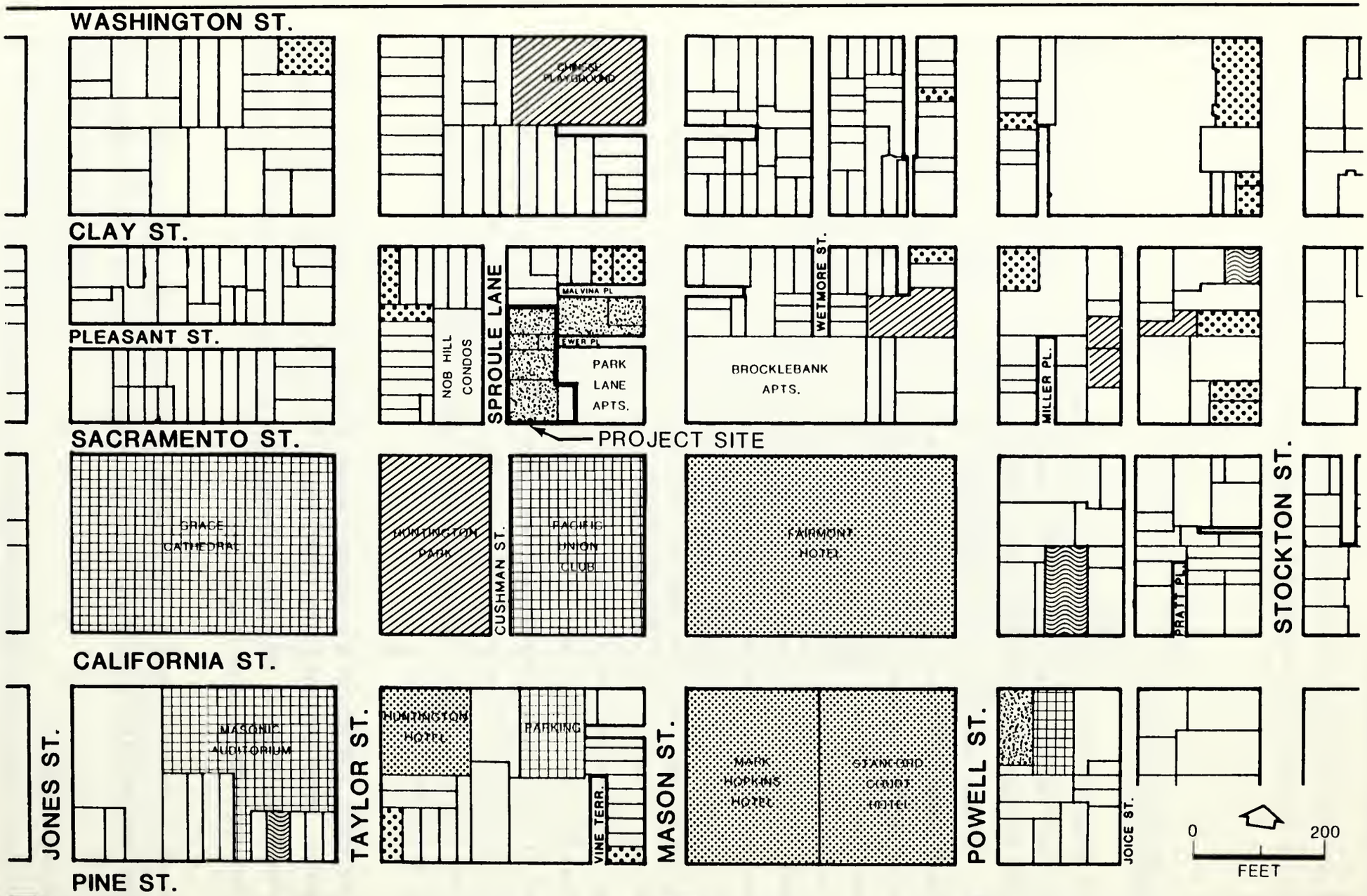


FIGURE 12

LAND USE MAP

SOURCE: ESA

LEGEND:

= RESIDENTIAL

= HOTEL

= VACANT/SURFACE PARKING

= PARK/ PLAYGROUND

= COMMERCIAL

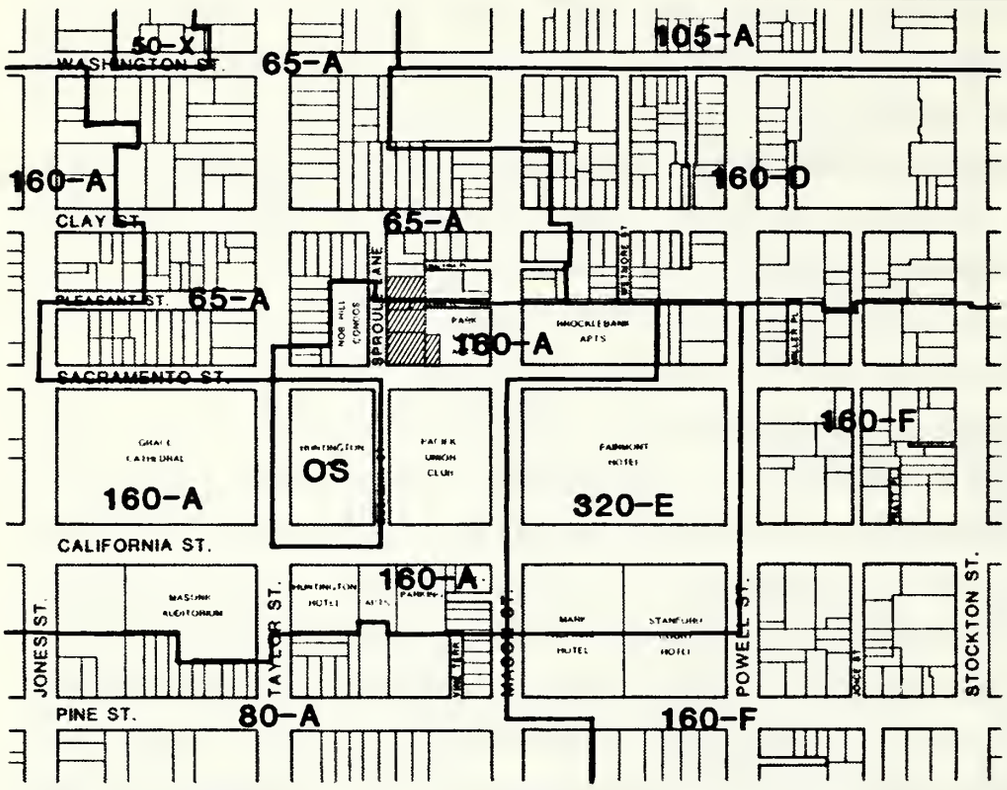
= GROUND-FLOOR COMMERCIAL/ RESIDENTIAL ABOVE

= OTHER

The project site is in two zoning (use) districts (see Figure 14, p. 34). The Sacramento St. frontage, Lots 10 and 11, and Lots 33, 34, and 45 are in an RM-4 (Mixed Residential, High Density) district; Lot 44 on Sproule Lane is in an RM-3 (Mixed Residential, Medium Density) district. RM-4 districts, according to Section 206.2 of the Planning Code, "are devoted almost exclusively to apartment buildings of high density." A density ratio of one dwelling unit for each 200 square feet of lot area is permitted in an RM-4 district, thus allowing up to 64 units in the project site lots within this district. RM-3 districts, according to the Code, "have some smaller structures, but are predominantly devoted to apartment buildings of six, eight, ten or more units." A density ratio of one dwelling unit for each 400 sq. ft. of lot area is permitted in an RM-3 district, thus allowing up to 9 units on the project lots within this district. The total number of units permitted on the site is thus 73. The project site is exempt from Floor Area Ratio (FAR) limits, in accordance with Section 124(b) of the City Planning Code; since FAR's do not apply to residential uses/districts (the form of buildings in residential districts is determined by limits on unit density, height and bulk, and on open space requirements). The basic rear yard requirement in each district is 25% of the total depth of the lot, but in no case less than 15 ft.

The portion of the site in the RM-4 district is in a 160-A height and bulk district (see Figure 13, p. 34). Building height is restricted to 160 ft.; above a height of 40 ft. the maximum permitted bulk measurements are 110 ft. in length and 125 ft. diagonally. The portion of the site in the RM-3 district is in a 65-A height and bulk district. In this District, building height is restricted to 65 ft.; the maximum permitted bulk measurements are the same as in the RM-4 district. A minimum parking ratio of one space per dwelling unit is required and a maximum of 1.5 spaces per dwelling unit is allowed (Section 204.5(c) of the City Planning Code). One off-street loading space would be required for the project.

Two lots on the project site (lots 33 and 34) were identified as "housing opportunity sites" in the San Francisco Department of City Planning publication "Housing Opportunity Sites, An Inventory of Land Suitable for Residential Use" (December, 1979). The report contains an inventory of sites in the City on which new housing construction is permitted and encouraged. These "housing opportunity sites" fall into four categories: residentially zoned vacant land (most of the project site); nonconforming use sites in residential districts; vacant or underutilized sites in commercial or industrial districts; and publicly owned property.



HEIGHT AND BULK DISTRICT	HEIGHT LIMIT	HEIGHT ABOVE WHICH MAXIMUM DIMENSIONS APPLY	MAXIMUM BUILDING LENGTH	MAXIMUM DIAGONAL DIMENSION
50-X	50	BULK LIMITS NOT APPLICABLE		
65-A	65	40	110	125
80-A	80	40	110	125
105-A	105	40	110	125
160-A	160	40	110	125
160-D	160	40	110	140
160-F	160	80	110	140
320-E	320	65	110	140
OS	CONFORMITY WITH OBJECTIVES, PRINCIPLES AND POLICIES OF THE MASTER PLAN			

FIGURE 13

HEIGHT AND BULK DISTRICTS IN THE PROJECT VICINITY

SOURCE: ESA and City and County of San Francisco

0 500 FEET

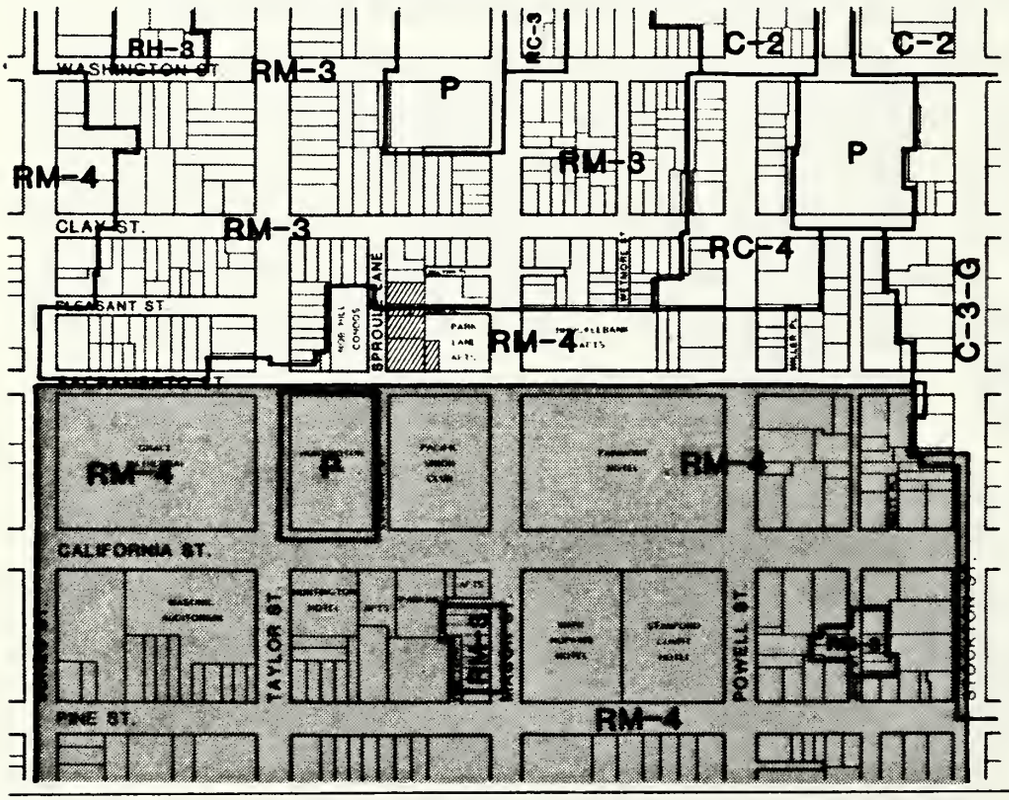


FIGURE 14

USE DISTRICTS IN THE PROJECT VICINITY

SOURCE: ESA and City and County of San Francisco

0 500 FEET

On August 20, 1984, the Board of Supervisors initiated the proposed Nob Hill zoning reclassification, which would replace portions of an existing 160-A height and bulk district with a 65-A height and bulk district. This would reduce the maximum allowable building height to 65 ft., rather than the 160 ft. currently permitted. At the same time, the Board adopted interim controls for the affected portion of Nob Hill for a period of 18 months, to allow time for the Department to study the proposed reclassification.

Previous building plans for the site are discussed in Appendix B, p.A-24.

B. URBAN DESIGN, VISUAL QUALITY, AND ARCHITECTURAL RESOURCES

Urban Design and Visual Quality

Because the project site is located near the crest of San Francisco's Nob Hill, it is visible from long- and short-range viewpoints. Directly accessible from the Downtown by the California St. cable car line, a National Historic Landmark, Nob Hill is known for its hotels, such as the Fairmont, Mark Hopkins, Stanford Court and Huntington, and other important buildings, such as Grace Cathedral and the Pacific Union Club, all in the immediate vicinity of the centrally located Huntington Park. This general area is characterized by these and other buildings ranging in height from three to twenty or more stories. Although the crest of Nob Hill is located along Jones St., almost two blocks west of the project site, the project area is often referred to as the top of Nob Hill because of the visually prominent arrangement of major buildings around the Huntington Park open space. The top of Nob Hill area is centered around the Pacific Union Club and Huntington Park, which are located directly south and southwest of the project site, respectively, across Sacramento St. Grace Cathedral and the adjoining Diocesan House at 1051 Taylor St. are located to the west and across Taylor St. from Huntington Park.

The southern and eastern frontages of the Huntington Park / Pacific Union Club area are occupied primarily by large hotels; the northern frontage along Sacramento St. between Mason and Taylor Sts. features three large apartment/condominium structures, as well as two townhouses. The 33-unit, 11-story Park Lane Apartment building is located at the intersection of Mason and Sacramento Sts., east of the project site. This structure features a three-part vertical facade with wide awnings, slightly inset window openings, and a richly detailed and sculptured roof segment. It is clad in light-coloured brick. Just

west of this structure is the three-story 1130 Sacramento St. residence. This English-style townhouse, built in 1916, is located on the project site; it would be demolished as part of the proposed project. West of the project site, across Sproule Lane, is the 71-unit, 20-story Nob Hill Condominium building at 1170 Sacramento St. This contemporary structure features a large arcade and ground-level setback along Sproule Lane, which provides vehicle access and egress for the underground parking garage. West of this structure is the three-story 1182 Sacramento St. building, an English-style townhouse featuring a panelled facade and bay windows. The twelve-story 1190 Sacramento St. apartment building is located at the northeast corner of Sacramento and Taylor Sts.

To the north along Sproule Lane from the project site, the view is terminated by a row of four-story Edwardian houses along the north side of Clay St. The Sproule Lane streetscape is characterized by three- to four-story Edwardian and Victorian-style buildings on both sides of the Sproule Lane / Clay St. intersection, but also includes the arcade and building tower of the Nob Hill Condominiums and the vacant lot and fence of the project site.

To the south along Cushman St. from the project site, the view is terminated by the six-story 1055 California St. building and the twelve-story Huntington building at 1075 California St. The Pacific Union Club and Huntington Park are additional prominent elements along this view corridor.

The view from the project site toward the northeast includes Telegraph Hill and Coit Tower, the Bay, Angel Island and Treasure Island, and the Berkeley and Oakland Hills. Observers in the eastern three quarters of Huntington Park (including the children's playground and the area around the fountain) looking toward the site have a view of the upper part of Telegraph Hill, Coit Tower and parts of the Bay and the East Bay hills, set against the foreground of low-rise Victorian-style and Edwardian buildings (see Figures 15 to 17, pp. 37 to 39).

The project site is visible from points along Sproule Lane and Sacramento St. as well as from the northern and western parts of Huntington Park. Park trees currently obscure the view of the project site from the steps of Grace Cathedral and from points along California St. Rooms on the upper levels of the Mark Hopkins, Huntington and Fairmont Hotels, as well as the Park Lane Apartment and Nob Hill Condominium buildings, have views of the project site (see Figures 18 and 19, pp. 40 and 41).

FIGURE 15

VIEW FROM NORTHEAST CORNER OF HUNTINGTON PARK ACROSS PROJECT SITE

SOURCE:Hartmut Gerdes,Square One Film and Video

FIGURE 16
VIEW FROM MIDDLE OF HUNTINGTON PARK LOOKING NORTHEAST (TOWARDS PROJECT SITE)

SOURCE:ESA

FIGURE 17
VIEW FROM SOUTHERN END OF HUNTINGTON PARK LOOKING NORTHEAST (TOWARDS PROJECT SITE)

SOURCE:Hartmut Gerdes, Square One Film and Video

FIGURE 18

VIEW FROM 11TH FLOOR OF HUNTINGTON HOTEL

SOURCE:Hartmut Gerdes, Square One Film and Video

FIGURE 19

VIEW FROM ROOF OF FAIRMONT HOTEL

SOURCE: Hartmut Gerdes,Square One Film and Video

The project site is not visible from other viewpoints in San Francisco because of its location near the top of Nob Hill.

The vacant site is so situated in relation to other buildings that it serves as a view corridor. Any building one story or more covering the same portion of the site as the project would block some views from neighboring structures, streets, or public open space.

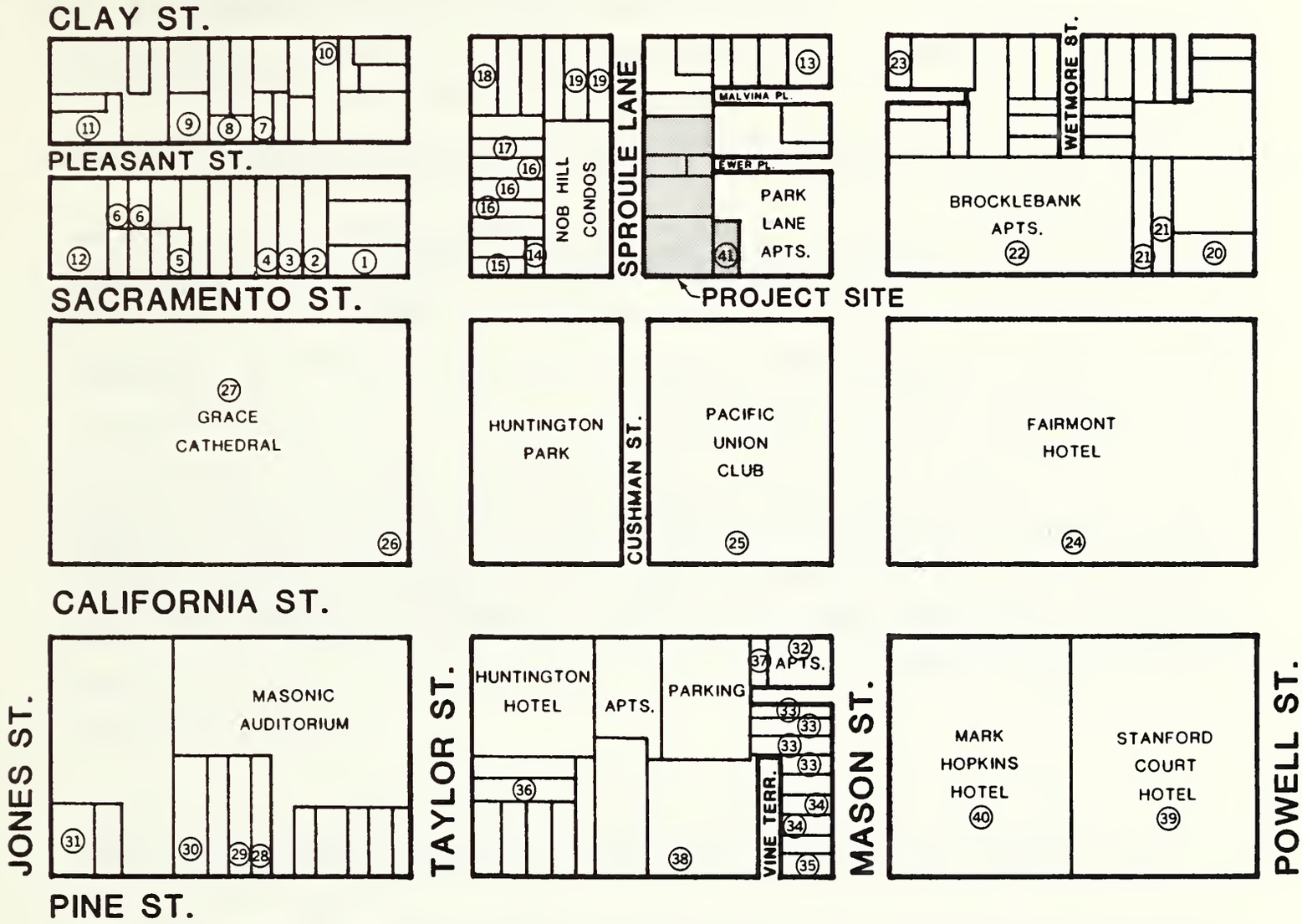
Huntington Park, although surrounded by large buildings such as the Fairmont and Huntington Hotels to the east and south, respectively, currently features a more "open" view towards the north, between the Nob Hill Condominiums and the Park Lane Apartments, which allows for some panoramic Bay views and a view of low-scale development north of the project site.

The Urban Design Element of the San Francisco Comprehensive Plan, under its guidelines for major new development, states that "tall, slender buildings near the crown of [a] hill emphasize the form of the hill and preserve views." It also cautions that "extremely massive buildings on or near hills can overwhelm the natural land forms, block views, and generally disrupt the character of the city."

Architectural Resources

Between 1974 and 1976 the Department of City Planning (DCP) conducted a citywide inventory of architecturally significant buildings./1/ Each building was given a numerical rating that corresponded to its architectural significance. This rating included consideration of its urban design context and overall environmental significance. The buildings were also given a separate classification based on their architectural style. The architectural survey resulted in a ranking of 10,000 or approximately ten percent of San Francisco's buildings, ranging from a low of "0" to a high of "5". In the estimation of the inventory participants, buildings rated "3" or higher represent approximately the best two percent of the City's architecture. (For a detailed discussion of the methodology of this survey, see Appendix C, p. A-25.) There are a number of rated buildings in the project vicinity (see Figure 20, p. 43).

Grace Cathedral and the Pacific Union Club are the most highly rated buildings in the area; each received a rating of "5". The Pacific Union Club is also included in the National Register of Historic Places. The Fairmont Hotel and the Moreland Apartments at 1001 California St. (at Mason) are rated "4"; the Diocesan House at 1051 Taylor St., and



NO.	NAME	DCP RATING
1	1200 SACRAMENTO	1
2	1224 SACRAMENTO	2
3	1230 SACRAMENTO	3
4	1242 SACRAMENTO	2
5	1268/70 SACRAMENTO	2
6	77-81 PLEASANT	2
	87-89 PLEASANT	2
7	40-44 PLEASANT	1
8	52-56 PLEASANT	1
9	60-66 PLEASANT	3
10	14-18 PLEASANT	3
11	1234 JONES	2
12	1298 SACRAMENTO	4
13	1101 CLAY	2
14	1182 SACRAMENTO	1
15	1190 SACRAMENTO	2
16	1132-1126 TAYLOR	2
	1120 TAYLOR	2
17	1140 TAYLOR	0
18	1152-1160 TAYLOR	2
19	1159-1165 CLAY	3
20	901 POWELL	2
21	1022-46 SACRAMENTO	1
	1028-32 SACRAMENTO	1
22	1000 MASON	1
23	1085-89 CLAY	2
24	900 MASON(FAIRMONT HOTEL)	4
25	1000 CALIFORNIA (PACIFIC UNION CLUB)	5
26	1051 TAYLOR (DIOCESAN HOUSE)	3
27	GRACE CATHEDRAL	5
28	1038-42 PINE	1
29	1044 PINE	1
30	1060 PINE	1
31	1096 PINE	1
32	1001 CALIFORNIA	4
33	831,837,843,849 MASON	4
34	819-21,815-17 MASON	1
35	900 PINE	1
36	920 TAYLOR	1
37	1021 CALIFORNIA	3
38	930 PINE	3
39	STANFORD COURT	2
40	MARK HOPKINS	1
41	1130 SACRAMENTO	3

FIGURE 20
ARCHITECTURAL and HISTORIC RESOURCES in SITE VICINITY
SOURCE: HERITAGE AND ESA

the on-site townhouse at 1130 Sacramento St. are rated "3". The Mark Hopkins Hotel, the Brocklebank Apartments at 1000 Mason St., and the Cathedral Apartments at 1201 California St., are rated "1". In addition, many of the two- to four-story frame buildings on Taylor St. and Clay St. in the project block were rated in a range of "0" to "3".

The Foundation for San Francisco's Architectural Heritage (Heritage) mentions all of the above buildings in its survey, "Splendid Survivors"./2/ However, it did not rate them because Nob Hill was outside its detailed survey area. In addition, the Heritage survey noted, but did not rate, buildings at 1001, 1055, and 1075 California St., the Masonic Auditorium, and the Park Lane Apartments.

Within one block of the project site are located two City Landmark structures. The Old Flood Mansion (now Pacific Union Club) is designated Landmark Number 64 (effective August 2, 1974) at 1000 California St. Grace Cathedral, located on the block bounded by California, Taylor, Sacramento and Jones Sts., is designated Landmark Number 170 (effective August 5, 1984).

NOTES - Urban Design, Visual Quality, and Architectural Resources

/1/ San Francisco City Planning City Planning Commission Resolution No. 8600, May 29, 1980.

/2/ Foundation for San Francisco's Architectural Heritage, Splendid Survivors, California Living Press, 1976.

C. SHADOWS

Light and shadow patterns in the project vicinity are determined by existing structures surrounding the project site. At present, portions of Sproule Lane and of Clay St., between Taylor and Mason Sts., are shaded by existing buildings during the early morning hours of all seasons of the year. These streets and adjoining residences are relatively free of shadows from mid morning to late morning in the spring, summer and fall months. From midday to mid-afternoon, structures in the project vicinity cast shadows along Clay St. in the spring, fall, and winter months, and along Sproule Lane during all seasons of the year. In the late afternoon hours, existing structures near the site shade Sproule Lane and adjoining residences during all seasons of the year. Existing shadow patterns are shown on the shadow diagrams in Section IV.B., Shadows, pp. 64 to 69.

D. TRANSPORTATION, CIRCULATION AND PARKING

STREET SYSTEM

A detailed analysis of existing traffic conditions is contained in Section IV. C., p. 70.

The street network surrounding and serving the project site includes five streets and two alleys (see Figure 1, p. 20).

Sacramento St. is a major westbound thoroughfare, on the southerly frontage of the site. During the off-peak hours, Sacramento St. has one traffic lane and parking on both sides of the street. During the evening peak hours (4:00-6:00 p.m.), tow-away zones are in effect on both sides of the street; two westbound traffic lanes and a bus lane are in operation. Although Sacramento St. traverses the steep eastern slope of Nob Hill, it is used as a westbound thoroughfare from the downtown area to the western parts of the City. It is also a primary access route to Nob Hill from Downtown, and from the freeway system on and near The Embarcadero (freeway ramps located at Clay/Davis and Washington/Davis Sts.).

Clay St., the major street immediately north of the site, runs one-way eastbound. One traffic lane and two parking lanes are available all day (there are no tow-away lanes in the a.m. or p.m. peak hours). Clay St. provides access from Nob Hill to Downtown and the freeway system on and near the Embarcadero.

Sacramento, Clay and California Sts. in the vicinity of the project site have been designated as Transit Preferential Streets in the Transportation Element of the San Francisco Master Plan. A Transit Preferential Street is important for transit operations where interference with transit vehicles by other traffic should be minimized.

To the east of the project site between Sacramento and Clay Sts., Mason St. is normally one-way northbound with two traffic lanes and perpendicular parking on the west side (it was two-way during the cable-car reconstruction). Between California and Sacramento Sts., in front of the Fairmont Hotel, Mason St. operates as a two-way street with parking on both sides. This block of Mason St. is usually congested, with taxis and limousines double parking. A steep slope to the south of California St., where Mason St. is one-way

southbound, precludes Mason St. from being a major access route from Nob Hill to other sections of the City.

Taylor St., one-half block to the west of the project site, is a two-way street with parallel parking on both sides of the street. A steep slope to the south of California St., where Taylor St. is one-way northbound, precludes Taylor St. from being a major access point to Nob Hill from areas to the south. Between California St. and Washington St., Taylor St. is posted as a part of the 49-Mile Scenic Drive.

California St. is a major east-west thoroughfare, providing access to and over Nob Hill. California St. is two-way with two traffic lanes, parking on both sides and a set of cable car tracks in the median.

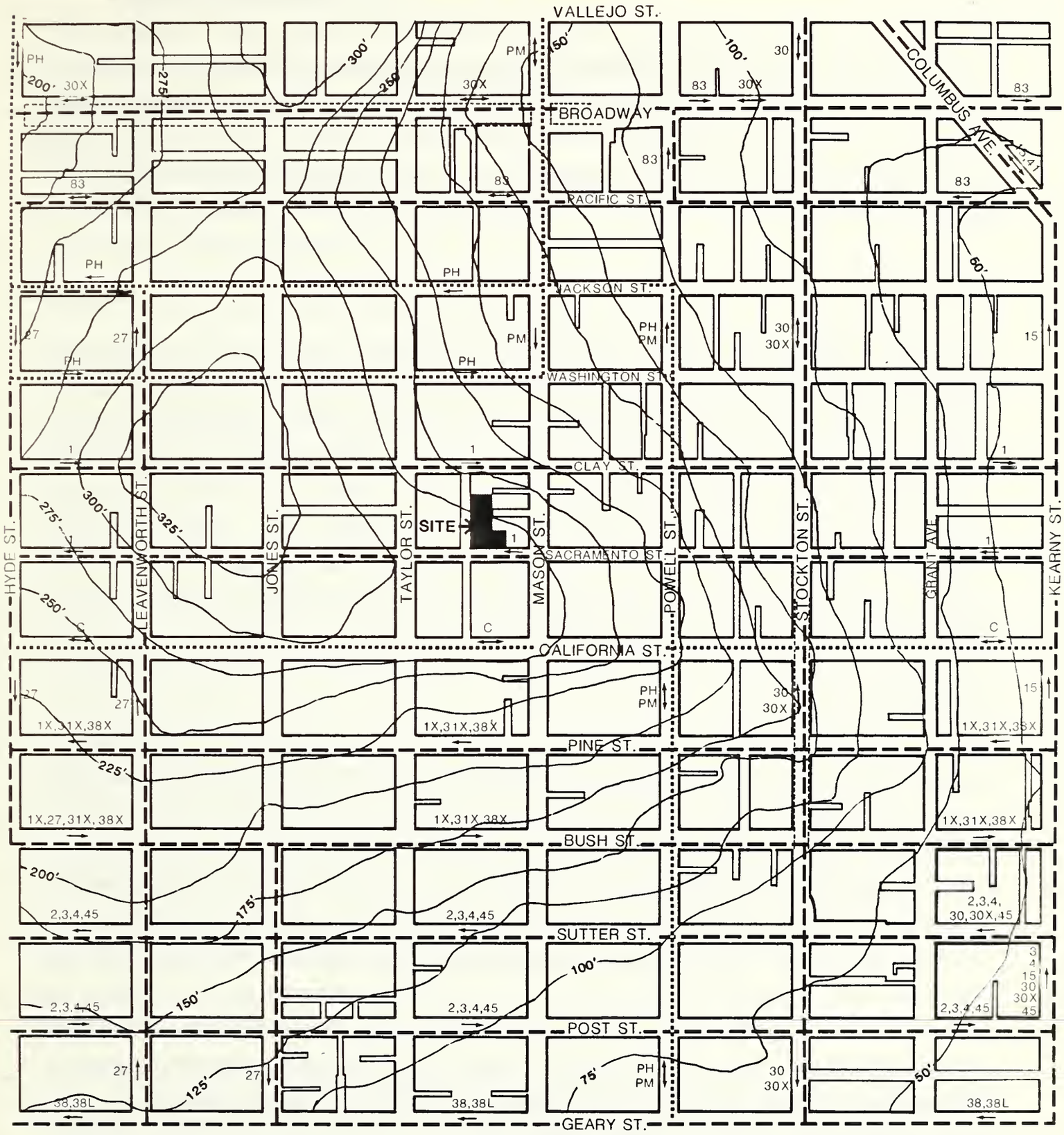
Sproule Lane lies in the project block, between and parallel to Mason and Taylor Sts, connecting Clay and Sacramento Sts. The western edge of the proposed site fronts on this 35-ft.-wide (including sidewalks) street. Sproule Lane is one-way southbound, with parking on the west side, and serves as an access way to the parking garage for the Nob Hill Condominiums, 1170 Sacramento St., on the west side of Sproule Lane.

Ewer Place is an unpaved alley, about 17 ft. wide, running easterly from the project site to Mason St. Ewer Place is not currently used for vehicle traffic; it is usually used (illegally) as a parking area.

TRANSIT

The project area is served by about ten Muni bus and cable car lines within a 1/4 mile radius of the project site (see Figure 21, p. 47). However, the topography of the area near the project would discourage use of all but the following lines.

The Muni 1-California trolley bus line on Sacramento and Clay Sts. and the C-California cable car line provide direct access between the site and the Financial District, to the east of the site. The closest eastbound 1-California bus stop is on Clay St. at Mason St., within a block of the project site. The closest westbound stop is on Sacramento St. at Sproule Lane at the southwest corner of the project site. The C-California cable car line is one block south of the project site with a stop on California St. at Mason St.



TRANSIT ROUTE

CABLE CAR ROUTE

1,2,3,4, C,PH ROUTE DESIGNATION AND DIRECTION

~100'~ GROUND ELEVATION CONTOUR

FIGURE 21

MUNI ROUTES IN THE PROJECT VICINITY

SOURCE: MUNI San Francisco Street and Transit Map, June 1984

0 500 FEET

The PH-Powell & Hyde and PM-Powell & Mason cable car lines (splitting to the north to Hyde St. and to Mason St., via the Jackson and Washington St. couplet) are located a little over a block east of the project site; they provide direct access to the Downtown Retail District south of the site and to the Aquatic Park, Fisherman's Wharf and North Beach areas north of the site.

TRAFFIC

Currently, Sacramento St. in the project block carries about 5,800 vehicles per day, with about 530 vehicles in the p.m. peak hour./1/ Taylor St. and Sproule Lane carry about 360 and 30 vehicles, respectively, during the p.m. peak hour. Field observations revealed considerable illegal parking on Sproule Lane, which could interfere with normal and emergency access. During the evening peak period from 4:00 p.m. to 6:00 p.m., the curb lane on the project side of Sacramento St. is a tow-away lane. Operations at the intersection of Sacramento and Taylor Sts. are currently at Level of Service A (excellent), with a volume-to-capacity (v/c) ratio of 0.50, i.e. the existing traffic uses about 50% of the available capacity (see Appendix D, Table D-1, p. A-34).

PARKING

On Sacramento St., two-hour off-peak parking is permitted on both sides of the street, except for a passenger loading zone in front of the Park Lane Apartments at 1100 Sacramento St. Perpendicular parking on Mason St. is primarily unrestricted, except for five loading spaces provided for the Park Lane Apartments. Two loading zones are provided on Sproule Lane for the Nob Hill Condominiums at 1170 Sacramento St.; the loading zones are located between the access points of the parking garage for that building. Parking on Sproule Lane north of the Nob Hill Condominiums is unrestricted on the west side; no parking is permitted on the east side. As noted above, considerable illegal parking was observed on the east side of Sproule Lane. On-street parking is unrestricted on both sides of Taylor St. between Sacramento and Clay Sts., and on both sides of Clay St. between Taylor and Mason Sts.

The two major residential developments bracketing the project site, the Nob Hill Condominiums and the Park Lane Apartments, provide off-street parking for their residents; the Nob Hill Condominiums have about 1.45 parking spaces per unit (see Appendix D, p. A-26). The entrance to the Park Lane off-street garage is on Sacramento

St., adjacent to the project site. Access to off-street parking facilities for the Nob Hill Condominiums is from Sproule Lane, via three driveways. The Pacific Union Club across from the site has a large amount of private off-street parking.

Public off-street parking is available in the larger project area in the large parking structures at 1045 California St. near Mason St., and at the Masonic Auditorium on Califonia St. west of Taylor St.

Both the on- and off-street parking supply on Nob Hill is used to capacity throughout the day. Large generators of activity such as the Mark Hopkins and Fairmont Hotels are among the principal causes of limited available parking. High-density residential developments lacking off-street facilities also contribute to the limited parking available in the area./2/

PEDESTRIANS

Pedestrians are attracted to the Nob Hill area by the cultural, historic, and architectural features of the area, including Grace Cathedral, the Pacific Union Club, the Masonic Auditorium and Huntington Park. However, the sidewalks on Sacramento and Mason Sts., fronting the site, are not heavily used by pedestrians./3/ Although the sidewalk on Sacramento St. adjacent to the project site is relatively level, the steepness of the north-south streets leading to the area discourages pedestrian use. The highest numbers of pedestrians on Nob Hill are generated during the evening by the hotels and the Masonic Auditorium. Thus, the heaviest concentrations of pedestrians are found in front of the Fairmont Hotel on Mason St. between Sacramento and California Sts.; at the southeast corner of Mason and California Sts. in front of the Mark Hopkins Hotel; and on California St. between Mason and Jones Sts., near the Masonic Auditorium.

NOTES - Transportation, Circulation and Parking

/1/ Data sources for traffic analysis: p.m. peak-hour (4:45-5:45 p.m.) manual turning movement counts (June 8, 1983) at the intersection of Taylor and Sacramento Sts. (includes vehicles leaving Sproule Lane); 24-hour machine traffic counts on Wednesday through Friday, September 21-23, 1983 on Sproule Lane (one at each end of the street), Sacramento St., Mason St., Taylor St., Clay St., and Ewer Place; manual turning movement counts conducted on Thursday, Friday, and Saturday, February 2-4, 1984, during the hours 4:00-8:00 p.m. at the intersections of Sacramento St. with Mason and Taylor Sts. All of the traffic data was collected during the 18-month period through the spring of 1984 when the cable car system was reconstructed. During the reconstruction, cable-car streets were closed to vehicular traffic, or severely restricted, with

Sacramento St. the only unimpeded westbound route in the area between Pacific Ave. and Pine St. Clay St. was the only unimpeded eastbound route in the area between Pacific Ave. and Bush St. during the cable-car reconstruction.

/2/ Observations of parking use in the site vicinity were made by ESA staff members, September 21, 1983.

/3/ Observations of pedestrian activity in the site vicinity were made by ESA staff members Wednesday, June 8, 1983 and Thursday, Friday, and Saturday, February 24, 1984.

E. AIR QUALITY

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants: ozone (O_3), carbon monoxide (CO), total suspended particulates (TSP), lead (Pb), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). On the basis of the monitoring data, the Bay Area, including San Francisco, currently is designated a non-attainment area with respect to the national ozone and CO standards. A three-year summary of the data collected at the BAAQMD monitoring station nearest the project site (about three miles south at 900 23rd St.) is shown in Appendix E, p. A-36, together with the corresponding national and/or state ambient air quality standards. These data indicate that San Francisco occasionally exceeds ozone, CO, and TSP standards.

A CO "hotspot" monitoring program was conducted by the Association of Bay Area Governments (ABAG) and BAAQMD during the winter of 1980-81 at the intersection of Geary and Taylor Sts., about one-half mile south of the site. The high eight-hour average concentration was 11.5 ppm, which exceeds the 9-ppm state and national standard by 2.5 ppm. The high one-hour average concentration of 15 ppm does not exceed the 20-ppm state standard or the 35-ppm national standard. Another CO hotspot monitoring program was conducted during the winter of 1979-80 at the intersection of Washington and Battery Sts., about one-half mile east of the site. The high eight-hour average concentration was 10.1 ppm, which exceeds the standard by 1.1 ppm. The high one-hour average concentration of 15 ppm does not exceed the standards. These data indicate that locations in San Francisco near streets with high traffic volumes and congested traffic flows may experience violations of the eight-hour CO standard during adverse meteorological conditions.

Comparisons of these data with those from other BAAQMD monitoring stations reveal that San Francisco's air quality is among the best of all the developed portions of the Bay Area. Two of the three prevailing winds, westerly and northwesterly, blowing off the

Pacific Ocean, reduce the potential for San Francisco to receive pollutants from elsewhere in the region. San Francisco's air quality problems (primarily CO and TSP) are due largely to pollutant emissions from within the City, which also contribute to air quality problems (primarily ozone) in other parts of the Bay Area.

Regionally, the most severe and complex air quality problem is that of ozone. Ozone is not emitted directly, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving emitted hydrocarbons (HC) and nitrogen oxides (NOx). No single source category accounts for most of the HC and NOx emissions, and the many mobile and stationary sources are spread throughout the region. Ozone standards are exceeded most often in the Santa Clara, Livermore, and Diablo Valleys, because local topography and meteorological conditions favor the buildup of ozone and its precursors there.

In contrast to ozone, CO is a sub-regional problem, because CO is a non-reactive pollutant with one major source category, motor vehicles. Ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. Emissions from local traffic usually dominate concentrations; however, during adverse meteorological conditions, a "background" component, resulting from the combined effects of many sources over a large area, can become a large part of the total concentration. CO standards are most often exceeded in the Santa Clara Valley, an area of high traffic density and susceptibility to adverse meteorology.

TSP also is a subregional problem. TSP levels are relatively low near the coast, increase with distance inland, and peak in dry, sheltered valleys. The primary sources of TSP in San Francisco are demolition and construction activities, and motor vehicle travel over paved roads.

In response to the Bay Area's ozone and CO nonattainment designations, ABAG, BAAQMD, and the Metropolitan Transportation Commission (MTC) prepared and adopted the 1982 Bay Area Air Quality Plan, which establishes pollution control strategies to attain the national ozone and CO standards by 1987 as required by federal law. These strategies were developed on the basis of detailed subregional emission inventories and projections, and mathematical models of pollutant behavior, and consist of stationary and mobile source emission controls and transportation improvements. The BAAQMD, MTC, and California Bureau of Automotive Repair have primary responsibility for implementation of these strategies.

IV. ENVIRONMENTAL IMPACT

PRIOR ENVIRONMENTAL REVIEW

On September 2, 1983, the Department of City Planning determined that this project could not have a significant environmental impact, and a Preliminary Negative Declaration was issued. Upon appeal of this determination, the City Planning Commission upheld the Preliminary Negative Declaration. Subsequently, on January 19, 1984 the Commission vacated its prior decision and reconsidered the appeal. Since there were two conflicting expert opinions on the traffic effects of the project, the Commission determined that an EIR should be prepared, covering all appropriate issues.

A new Initial Study was prepared for the project and published on April 13, 1984. Issues that were determined to require no further discussion in this EIR as a result of the Initial Study are: land use, population, construction and building operation noise, construction and building operation air quality, utilities / public services, biology, geology/topography, water, and cultural resources. Additionally, the project complies with all existing zoning and Planning Code requirements; an alternative that complies with the proposed Nob Hill zoning reclassification is discussed on p. 104. The Initial Study is attached to this report as Appendix A, pp. A-1 to A-23.

Some of the impacts in this section are not physical environmental effects as defined by CEQA. They are included in this EIR for informational purposes only.

A. URBAN DESIGN, VISUAL QUALITY, AND ARCHITECTURAL RESOURCES

Urban Design and Visual Quality

The project would replace five vacant lots (14,840 sq. ft.) and a three-story townhouse (on a 1,984-sq.-ft. lot) with a 17-story residential tower and a four-story townhouse, and

would demolish the townhouse at 1130 Sacramento St. The tower would feature a differentiated facade with a three-story building base, a 13-story middle tower, and a one-story penthouse. The building base would consist of a slightly projecting vertical curtain wall in the middle, flanked by recessed corner sections. The curtain wall would be continued through the middle tower to the roof, where it would be capped by a rounded, ornamental arch. Likewise, the corner section would continue to the roof level, featuring regularly spaced, rectangular window openings. The relationship of the project design to applicable policies of the Urban Design Element of the Comprehensive Plan is discussed in Table 2, pp. 55 and 56.

From long-range vantage points, such as Telegraph Hill, the project would appear as an integral part of the serrated skyline of Nob Hill. It would be 60 ft. lower than the Nob Hill Condominiums to the west and 24 ft. higher than the Park Lane Apartments to the east. The project would not be visible in distant views from the west, southwest, south, or southeast because of intervening topography and buildings.

The 160-ft.-high project would interrupt the northward view towards Russian Hill and the Bay from the Huntington Hotel (see Figure 22, p. 57) and the apartment buildings at 1001 and 1055 California St. Eastward views of the Bay, Angel Island and Yerba Buena Island, the Bay Bridge, and the East Bay from 28 apartments, on floors 3-16 of the Nob Hill Condominiums, would be blocked, except for some views from the living and dining rooms at the north and south ends of that building. The full eastward panorama from these rooms would be partially blocked by the project. The project would have the least impact on lower floors of the Nob Hill Condominiums, as their views are now restricted by the Park Lane Apartments and the Brocklebank Apartments. Because the project would be 35 ft. away from the Nob Hill Condominiums, direct sunlight to the bedrooms and kitchens of the affected units would also be reduced by the project. Panoramic views from the topmost floors of the Nob Hill Condominium building would be retained because of the greater height of that building, although new views of the close-in project could detract from the quality of these views.

The project would, to a large extent, complete the northern high-rise enclosure of Huntington Park, thus creating a building "wall" effect for the observer from Huntington Park, points along Sacramento St., and other vantage points in the vicinity. One of the

principles for Major New Development, contained in the Urban Design Element of the Comprehensive Plan (Principle 1A, p. 32), states that "Tall slender buildings near the crown of a hill emphasize the form of the hill and preserve views". Principle 18, p. 35 states that "buildings of uniform height provide good spatial definition of larger public squares or plazas" and that "larger public open spaces surrounded by irregular buildings are poorly defined."

The project would block all views of San Francisco Bay, the East Bay Hills, Telegraph Hill and Coit Tower from Huntington Park (See Figures 23 to 25, pp. 58 to 60), as would any building of one story or more covering the same portion of the site. Coit Tower and Telegraph Hill are currently visible from portions of the children's playground and the center of the park near the fountain; the project would block these views.

The project would be visible from the Chinese Recreation Center (see Figure 26, p. 61), but would not cast any new shadow on the playground (see Shadows, Section IV.B., p. 62).

Although the project would be similar in height and bulk to some of the large apartment buildings in its direct vicinity (Nob Hill Condominiums, Park Lane Apartments, Brocklebank Apartments), it would be higher and bulkier than existing townhouses such as those at 1130 Sacramento St. and 1182 Sacramento St., and lower Victorian and Edwardian buildings along Clay St. and Sproule Lane. The 1130 Sacramento St. townhouse, which would be demolished as part of the project, is a 1916 structure which features a three-story English facade design, recognized in the 1976 DCP survey and assigned a rating of "3". It is also mentioned in the Heritage Foundation "Splendid Survivors" survey. Together with the 1182 Sacramento St. townhouse, the 1130 Sacramento St. townhouse at present represents a building height and design typical for adjacent neighborhoods to the north, and thus provides a contrast to the much higher and bulkier apartment buildings along the Sacramento St. project block. The existing townhouse would be replaced by another townhouse of similar height and bulk. The three-story front-portion of the project tower, and the new townhouse are intended to complement the scale and character of older development to the north of the project site.

TABLE 2: RELATIONSHIP BETWEEN APPLICABLE URBAN DESIGN POLICIES OF THE COMPREHENSIVE PLAN AND THE PROPOSED PROJECT

APPLICABLE URBAN DESIGN POLICIES	RELATIONSHIP OF PROJECT TO POLICIES
A. Policies for City Pattern	
1. Policy 1: "Recognize and protect major views in the City, with particular attention to those of open space and water."	As would any development of one story or more on the site, the proposed project would block views of the Bay from Huntington Park. The project would block some views of the Bay from the Huntington Hotel, the apartment building on 1045 and 1055 California St., and the Nob Hill Condominiums at 1170 Sacramento St. The project would be visible as an integral part of the Nob Hill skyline from points north of Nob Hill. The project would not be visible in distant views from the west, southwest, south, or southeast.
2. Policy 2: "Recognize, protect and reinforce the existing street pattern, especially as it is related to topography."	The project would be built out to lot lines and would complete the enclosure of the Huntington Park / Pacific Union Club area. It would reinforce the overall scale of the Nob Hill District grid system.
3. Policy 3: "Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts."	The project would be lower than the Nob Hill Condominiums to the west and higher than the Park Lane Apartments to the east. It would be built near the crest of Nob Hill and would thus contribute to the definition of the City's topography. The light-granite and glass facade composition would be similar to that of the Nob Hill Condominium building at 1170 Sacramento St. to the west; the design of the building with its increased granite to glass ratio is intended to complement the design of the older Park Lane Apartment building at 1100 Sacramento St. to the east. The project would include a base section intended to relate to the height of lower structures in the area. The existing townhouse on the site would be replaced by a project townhouse of similar height.
B. Conservation	
4. Policy 4: "Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development."	The project would demolish the townhouse at 1130 Sacramento St. This building has been rated "3" by the 1976 DCP survey of architecturally significant buildings.

TABLE 2: RELATIONSHIP BETWEEN APPLICABLE URBAN DESIGN POLICIES OF THE COMPREHENSIVE PLAN AND THE PROPOSED PROJECT (Continued)

5. Policy 6: "Respect the character of older development nearby in the design of new buildings."	The project would be 24 ft. higher than the adjacent Park Lane Apartments. Its facade design would be different from that of the older Park Lane Apartments, but is intended to complement it by a similar proportion of granite to glass, and by the vertical lines of the upper stories.
C. Policies for Major New Development	
6. Policy 1: "Promote harmony in the visual relationships and transition between new and older buildings."	See items 3, 4, and 5 above. The project would feature a strongly defined building base similar in height to the building base of the Park Lane Apartments. Facade materials of the building tower would differ from those of the Park Lane Apartments, but be similar to those of the Nob Hill Condominiums.
7. Policy 2: "Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."	The proposed buildings would be light in color and rectilinear in form. The project tower would be intermediate in design, blending elements of both the Nob Hill Condominiums and the Park Lane Apartments, and intermediate in height and bulk between the two buildings.
8. Policy 5: "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."	The project would emphasize the City's natural topography by contributing to the visual definition of Nob Hill. It would provide a transition in height between the 21-story Nob Hill Condominiums to the west, and the 11-story Park Lane Apartments to the east of the project site. It would be higher than the low-rise residential structures to the north of the project site.
9. Policy 6: "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."	See item 3, 4, 5 and 8 above. The project would be of height and bulk intermediate between those of the adjacent apartment buildings along Sacramento St. between Mason and Taylor Sts. The project would be taller than existing townhouses along Sacramento St. and residential buildings north of the project site.

SOURCE: ESA

FIGURE 22
PHOTOMONTAGE FROM 11th FLOOR OF HUNTINGTON HOTEL
SOURCE: Hartmut Gerdes, Square One Film and Video

FIGURE 23
PHOTOMONTAGE FROM SOUTHERN END OF HUNTINGTON PARK
SOURCE: Hartmut Gerdes, Square One Film and Video

FIGURE 24

OUTLINE OF PROJECT AS VIEWED FROM NORTHEAST CORNER OF HUNTINGTON PARK

——— HEIGHT OF BUILDING WHICH WOULD BLOCK VIEW OF COIT TOWER

SOURCE: ESA and Hartmut Gerdes, Square One Film and Video

FIGURE 25
PHOTOMONTAGE FROM ROOF OF FAIRMONT HOTEL
SOURCE: Hartmut Gerdes, Square One Film and Video

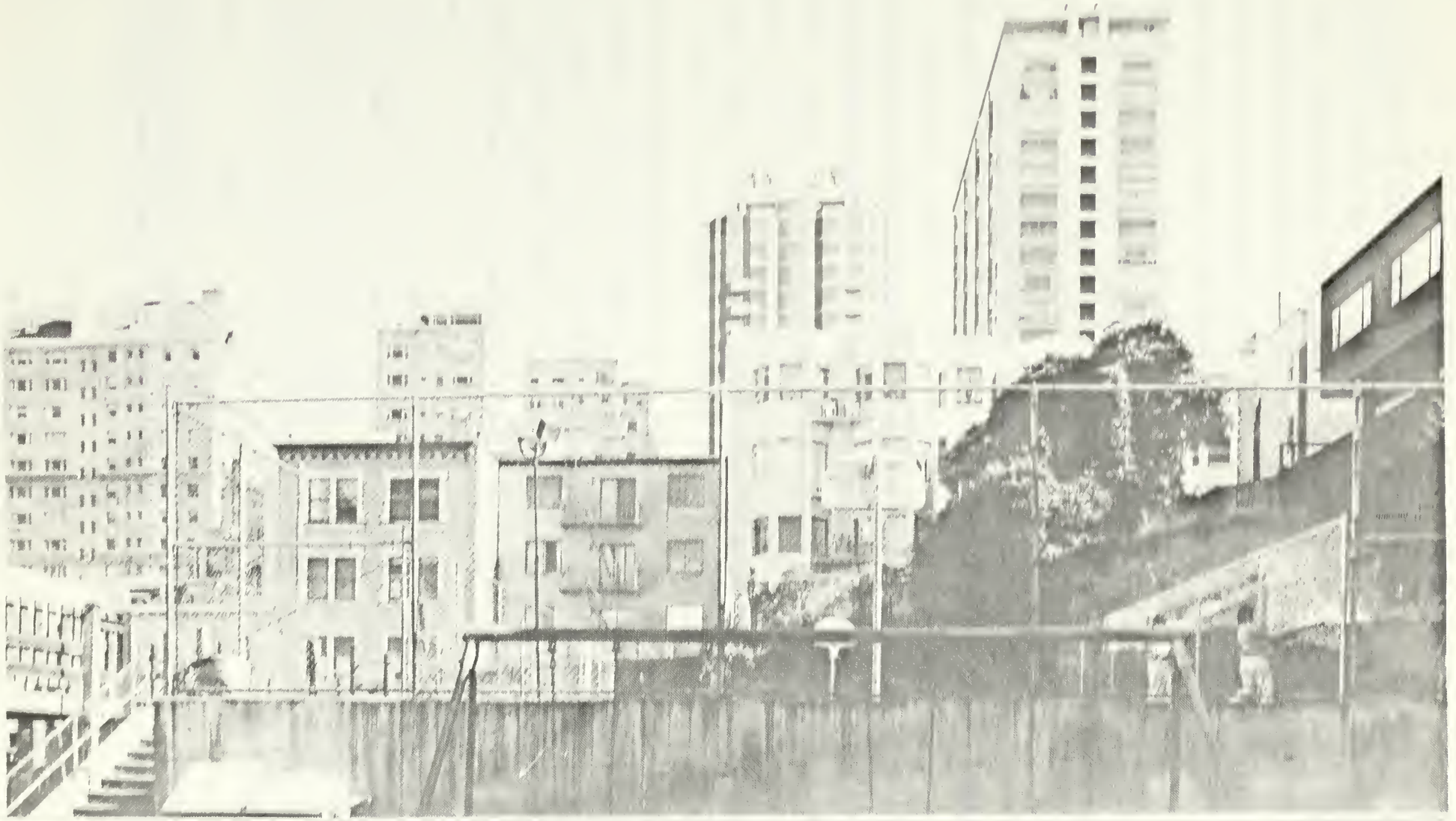


FIGURE 26
PHOTOMONTAGE FROM CHINESE RECREATION CENTER
SOURCE: Hartmut Gerdes, Square One Film and Video

B. SHADOWS

Light and shadow patterns in the project vicinity are determined by existing structures surrounding the project site. At present, portions of Sproule Lane and of Clay St., between Taylor and Mason Sts., are shaded by existing buildings during the early morning hours of all seasons of the year. These streets and adjoining residences are relatively free of shadows from mid-morning to late morning in the spring, summer and fall months. From midday to mid-afternoon, structures in the project vicinity cast shadows along Clay St. in the spring, fall, and winter months, and along Sproule Lane during all seasons of the year. In the late afternoon hours, existing structures near the site shade Sproule Lane and adjoining residences during all seasons of the year.

The project would increase shadows on streets, sidewalks, structures, and some rear yards near the project. Some shadow patterns from the project in fall, winter, and spring afternoons would coincide with those currently cast by existing structures and would therefore result in no net new shadow effects. During the early morning hours at all seasons of the year, portions of Sproule Lane, as well as the eastern side of the Nob Hill Condominiums, would be shaded by the proposed project. No new project shadow would be cast on any back-yard, open-space or vacant areas located on blocks other than the project block.

The project would increase the shadows cast on the garden behind the Park Lane Apartments by shading it during the early afternoon hours of all seasons of the year. The garden is currently shaded by the Park Lane Apartment building in the morning and by the Nob Hill Condominium building in the mid- and late-afternoon during the fall, winter, and spring seasons. The project and existing neighboring structures would shade the proposed deck behind the project during the early morning hours in fall, winter, and spring; during the midday hours at all seasons of the year; and during the late afternoon hours at all seasons of the year. Building facades facing Malvina Place would be shaded by the project during midday hours in the fall, winter, and spring. The project would add to the shading of low-rise buildings on Sproule Lane and on Clay St., on spring and autumn mornings and most of the day during the winter.

In order to determine the range of project shadow, shadows were analyzed for all seasons of the year at 9:00 a.m. (10:00 a.m. in June in order to establish the maximum shadow

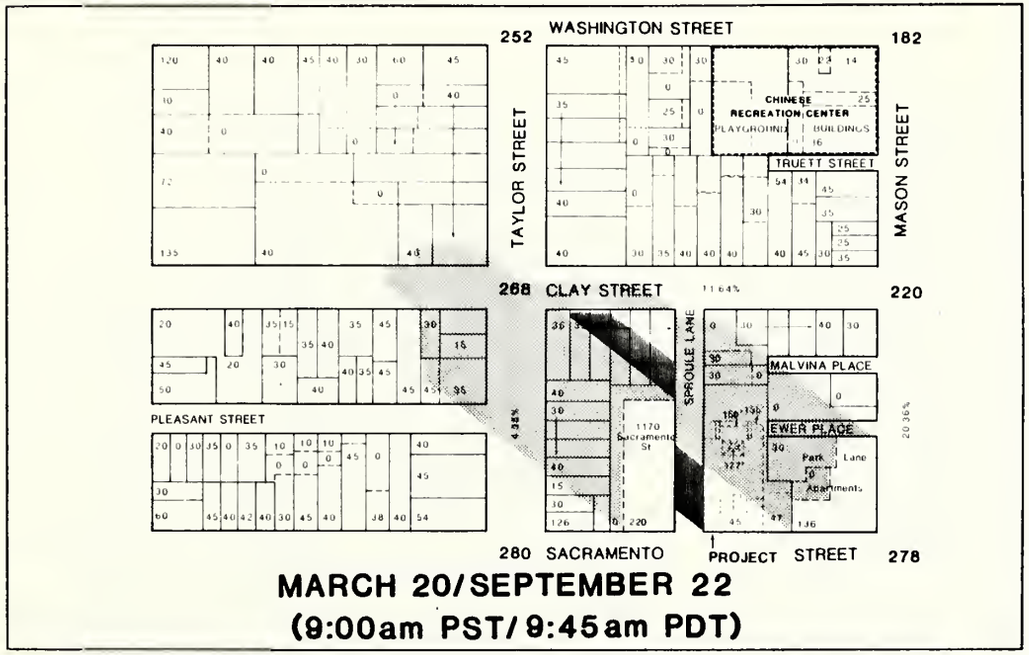
impact on the Nob Hill Condominiums), noon, and 3:00 p.m. In addition, shadows were calculated for 1:00 p.m. (1:45 p.m. in September) and 2:00 p.m. (2:45 p.m. in September) in order to establish the extent of shading of the gardens behind the Park Lane Apartments, and surrounding low-rise buildings north and east of the project. To determine if the project shadow would reach the Chinese Playground, project shadow was calculated for 11:30 a.m. in December. (NOTE: All times referred to are clock time. Pacific Daylight Time (PDT) is in effect from the last week in April to the last week in October; clock time is one hour later than Pacific Standard Time (PST) in those months.)

In March and September, project shadows would extend as far north as Clay St. Between 9:00 a.m. (9:45 a.m. in September) and 3:00 p.m. (3:45 p.m. in September), the shadow would trace a path generally along the roofs of the existing buildings on the south side of Clay St., from Taylor to Mason Sts. At its farthest northward extent, the shadow would reach onto Clay St., but would not cross it. See Figures 27 and 28, pp. 64 and 65.

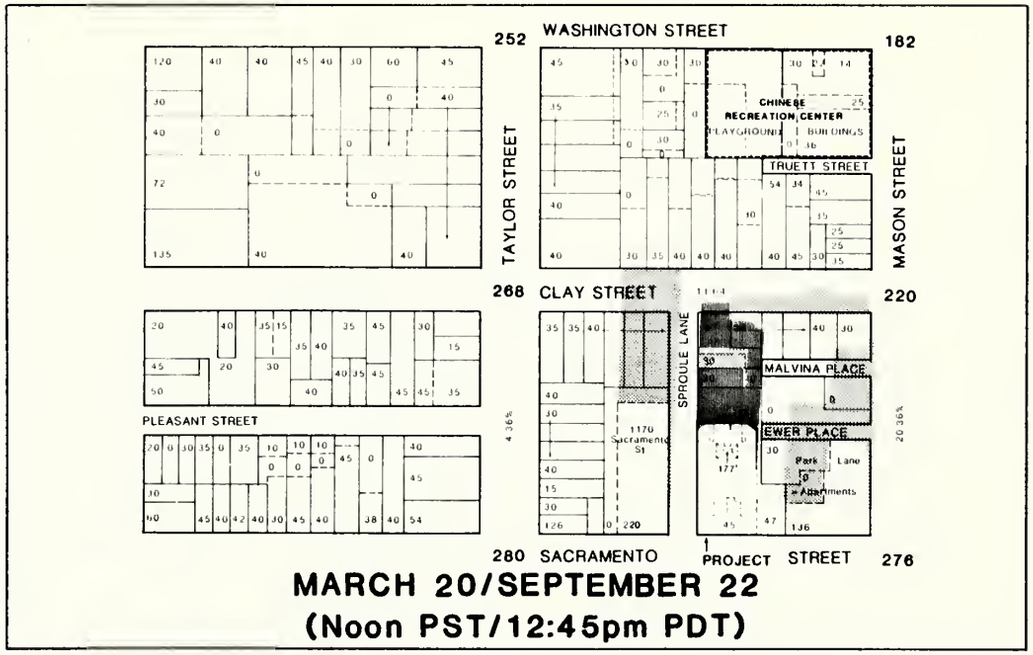
In June between 9:00 a.m. and 3:00 p.m., project shadow would be limited to the interior of the block between Sacramento, Clay, Taylor and Mason Sts. See Figures 29 and 30, pp. 66 and 67.

In December, project shadows would extend north to Washington St. From 9:00 a.m. to 3:00 p.m., the shadow would trace an arc from the intersection of Taylor and Washington Sts., receding as it approached the Chinese Recreation Center playground at about noon, and lengthening to reach the intersection of Powell and Washington Sts. by 3:00 p.m. At 9:00 a.m. and again at 3:00 p.m., the shadow would reach across Washington St. to touch the fronts of the structures there; between those times, the shadow would remain south of Washington St. See Figures 31 and 32, pp. 68 and 69.

No new shadows would be cast by the project on the playground of the Chinese Recreation Center. New project shadow would be cast on the roof of the gymnasium of the Chinese Recreation Center. The trace of the project shadow would cross the playground of the Chinese Recreation Center between the hours of 11:00 and 12:30 during the period from late November to late January. For most of that time, the project shadow trace would fall well within the shadows from the row of existing buildings that overlook the playground from the south. At the extreme, the edge of the project shadow trace would coincide with the edges of the existing shadows.



MARCH 20/SEPTEMBER 22
(9:00am PST/9:45am PDT)



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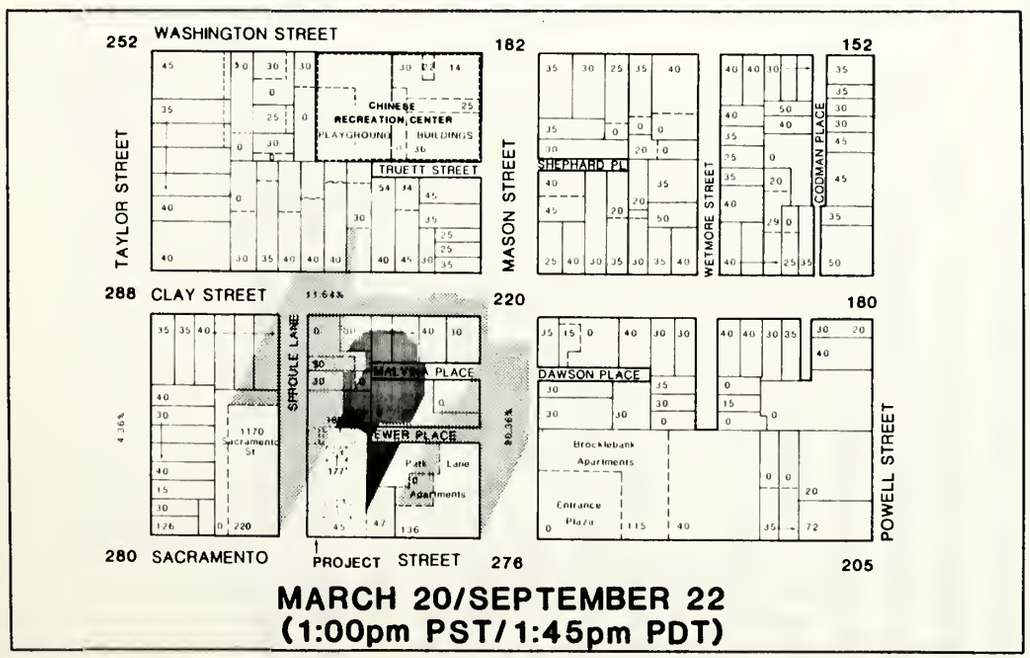
(Noon PST/12:45pm PDT)



MARCH 20/SEPTEMBER 22
(1:00pm PST/1:45pm PDT)

LOT LINES

BUILDING OUTLINES

300 GROUND ELEVATION
(In feet above San Francisco Datum: 8.616 feet above sea level.)

10.0% DEGREE OF SLOPE

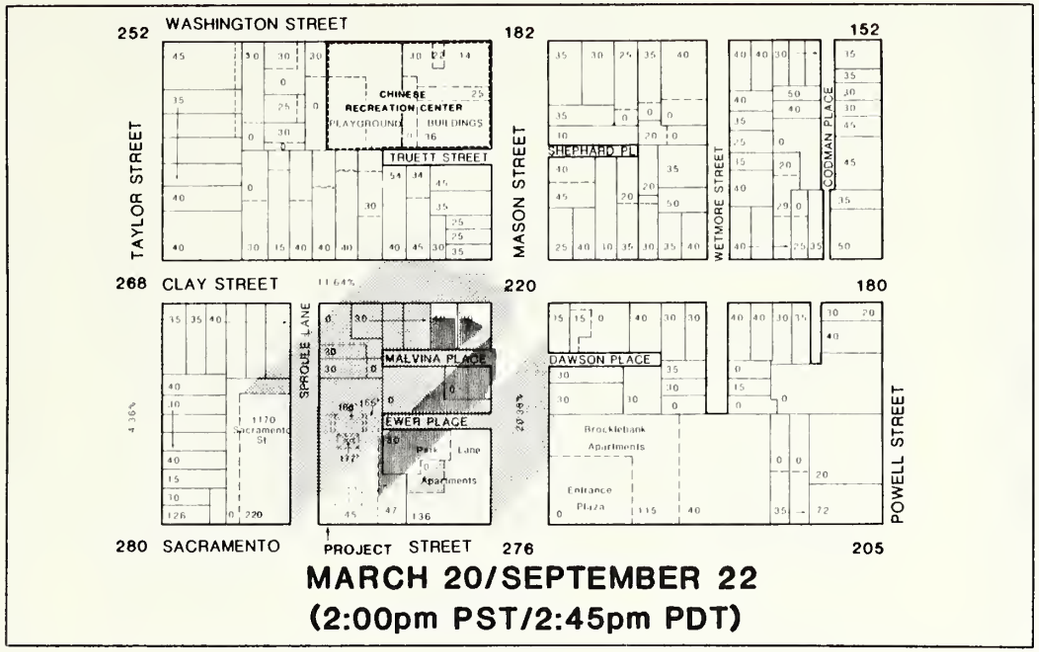
50 BUILDING HEIGHT ABOVE GRADE

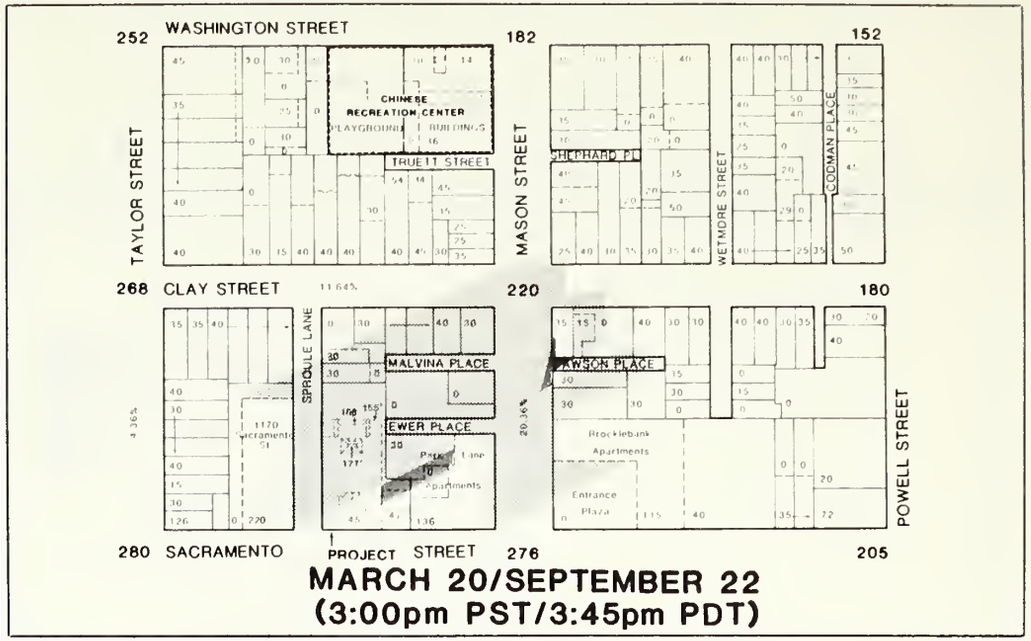
EXISTING SHADOW

PROJECT SHADOW
(NEW shadow only)

0 100
FEET

FIGURE 27
SHADOW PATTERNS IN PROJECT VICINITY
SOURCE: ESA





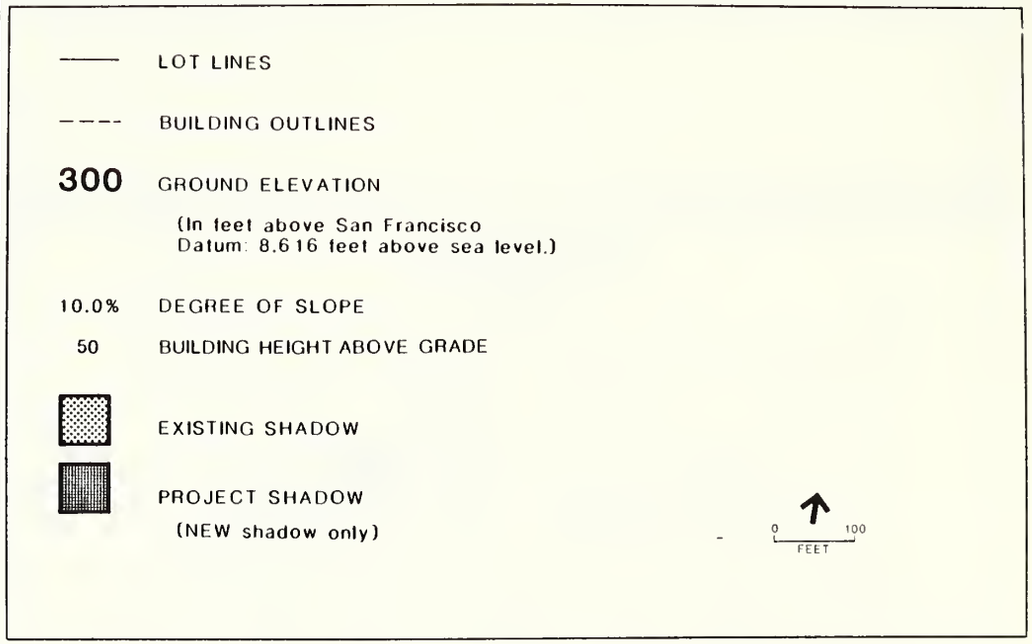
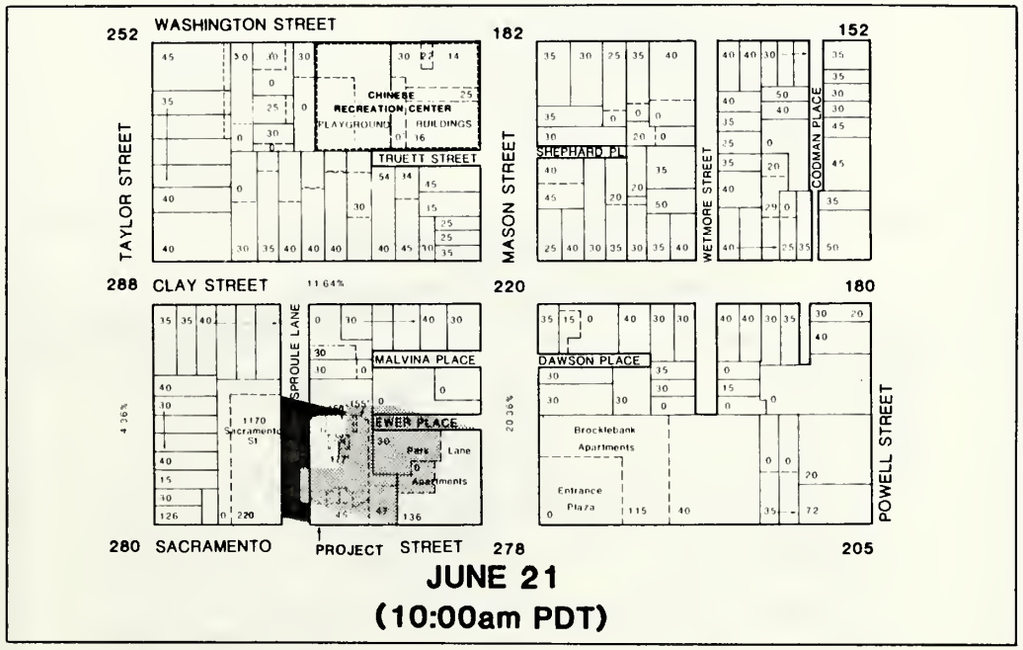
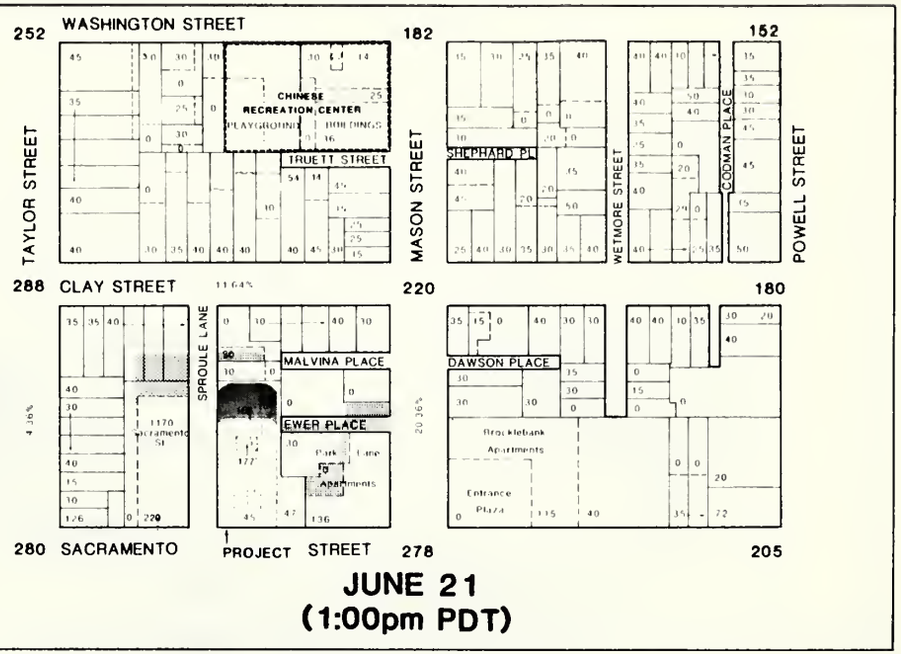


FIGURE 28
SHADOW PATTERNS IN PROJECT VICINITY
SOURCE: ESA





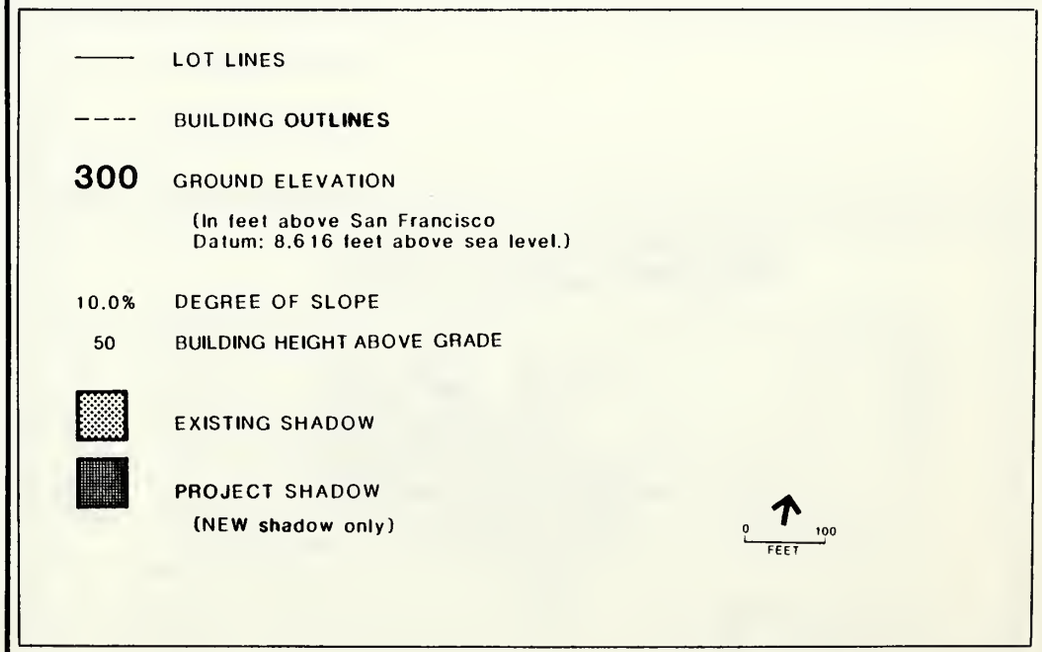
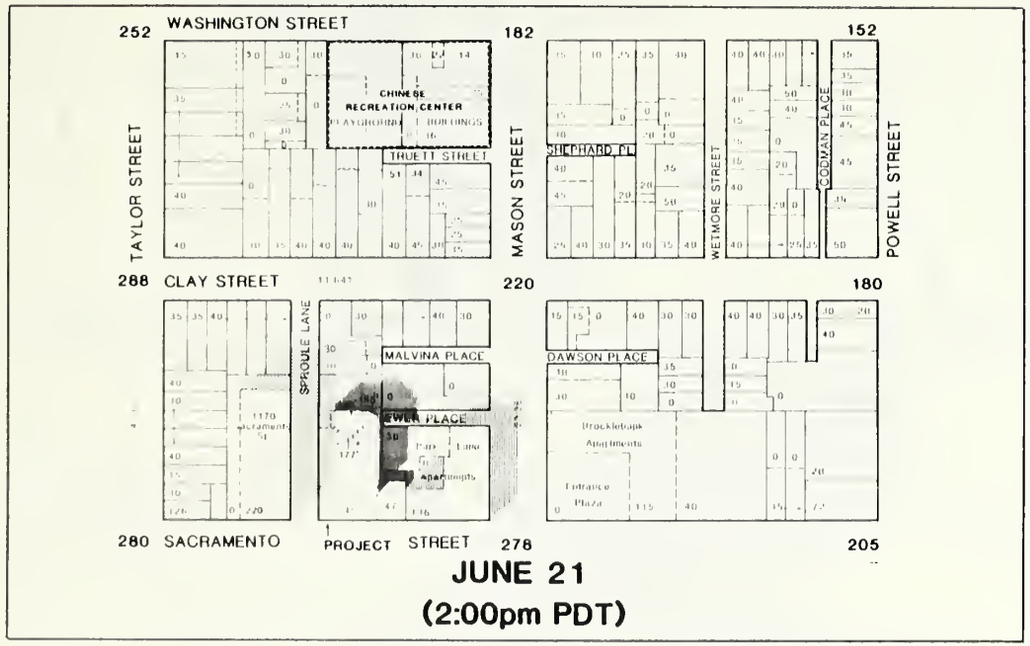


FIGURE 29
SHADOW PATTERNS IN PROJECT VICINITY
SOURCE: ESA



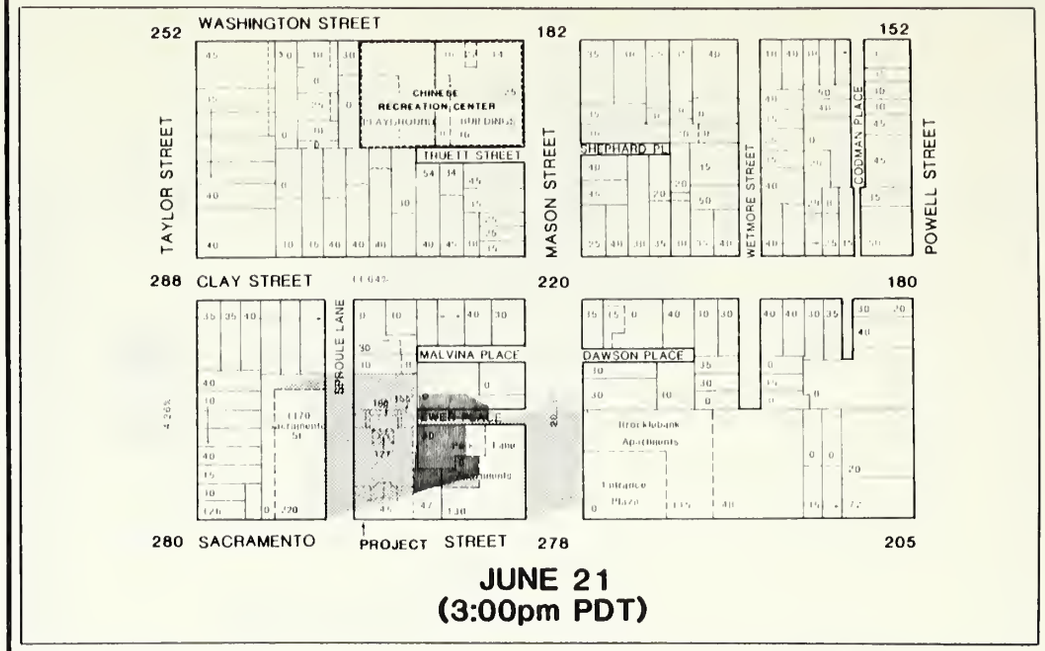
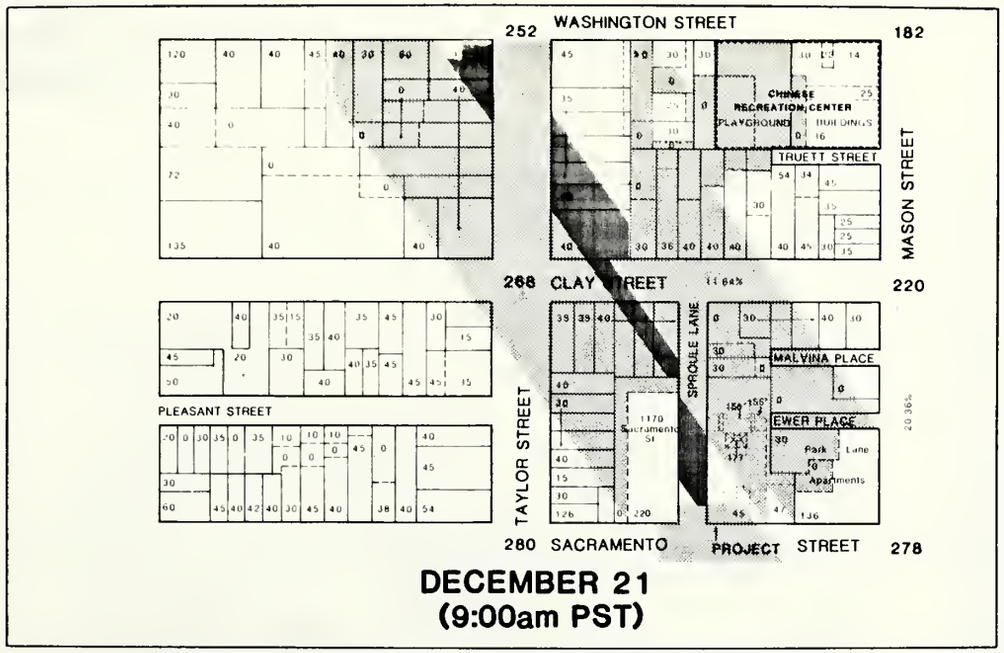
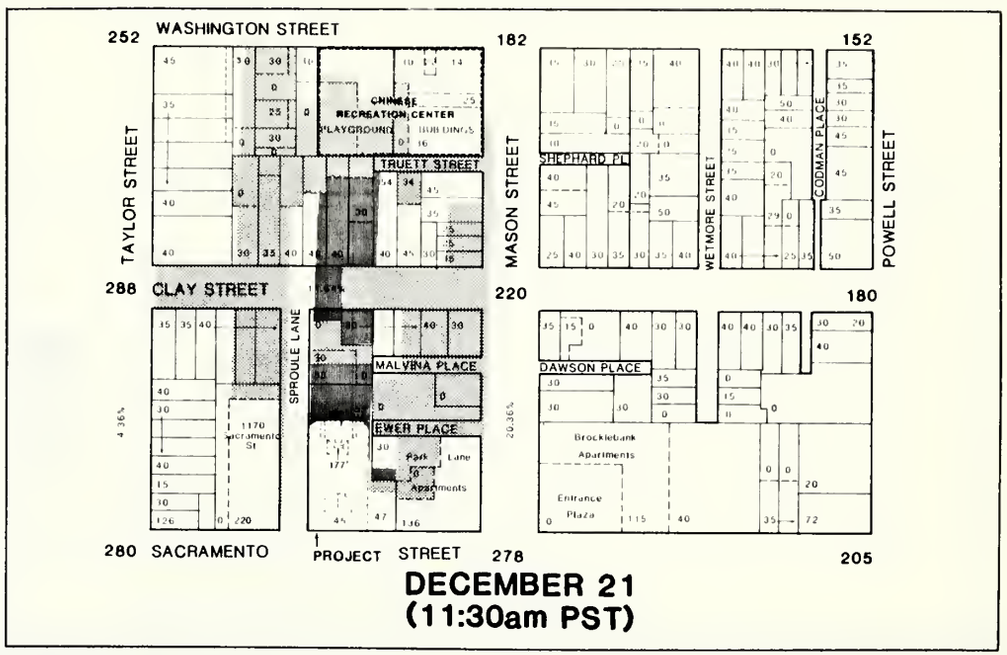
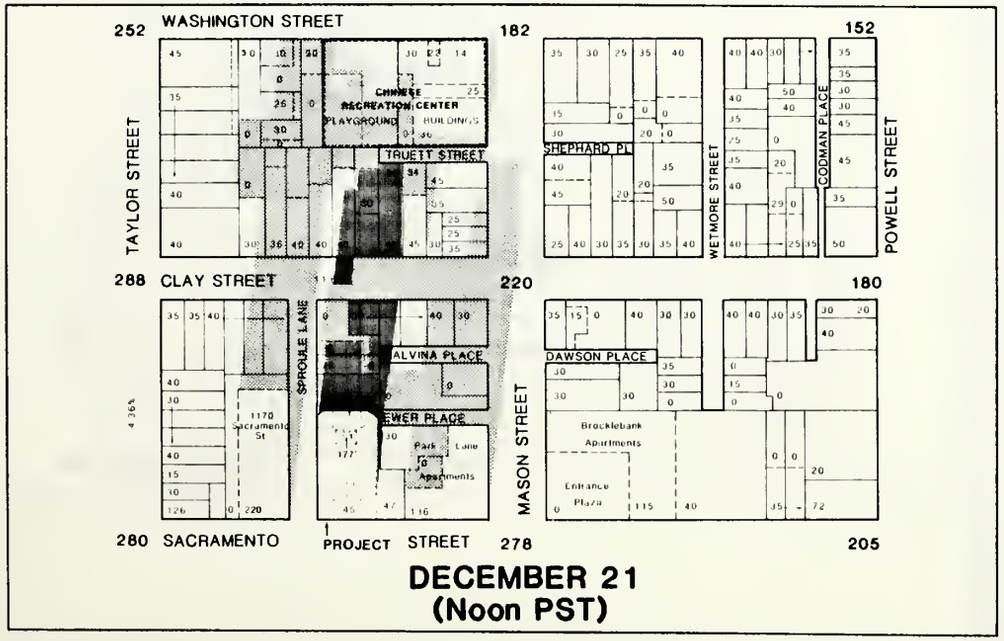


FIGURE 30
SHADOW PATTERNS IN PROJECT VICINITY
SOURCE: ESA







LOT LINES

BUILDING OUTLINES

300 GROUND ELEVATION

(In feet above San Francisco Datum: 8.616 feet above sea level.)

10.0% DEGREE OF SLOPE

50 BUILDING HEIGHT ABOVE GRADE

EXISTING SHADOW

PROJECT SHADOW

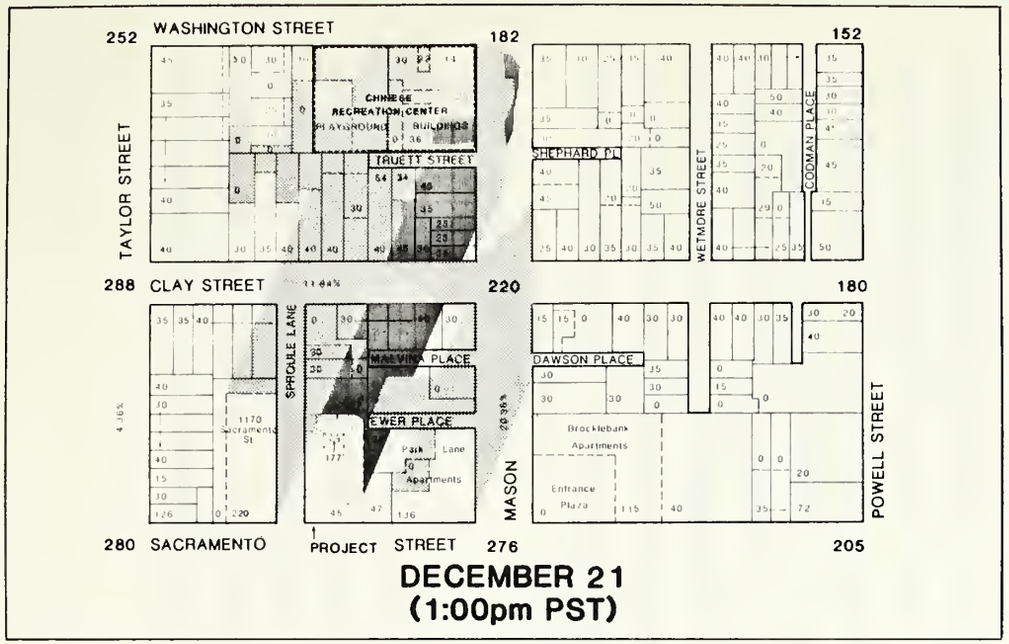
(NEW shadow only)

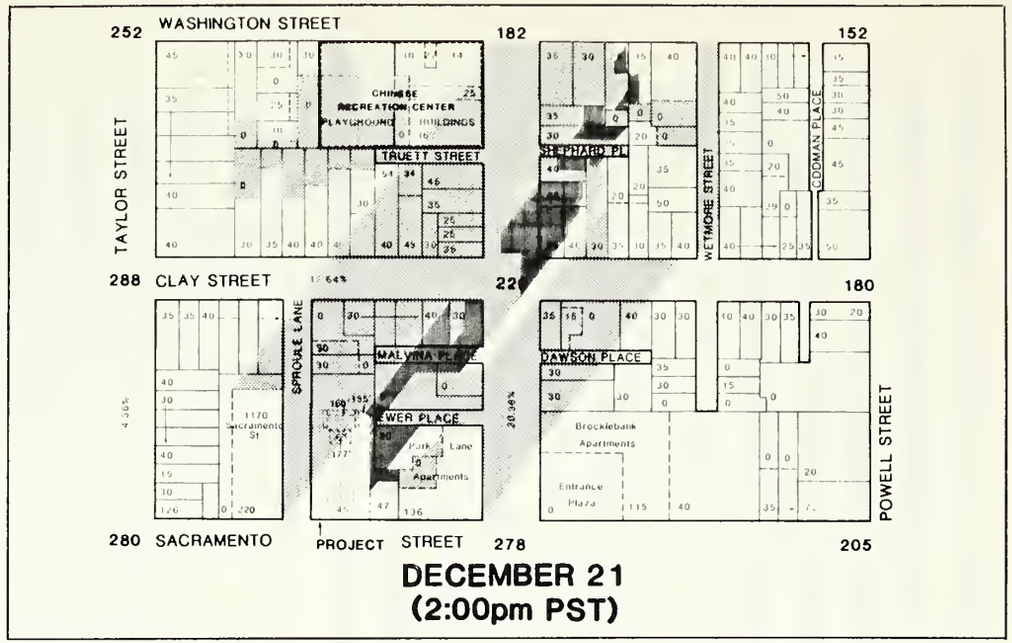
0 100 FEET

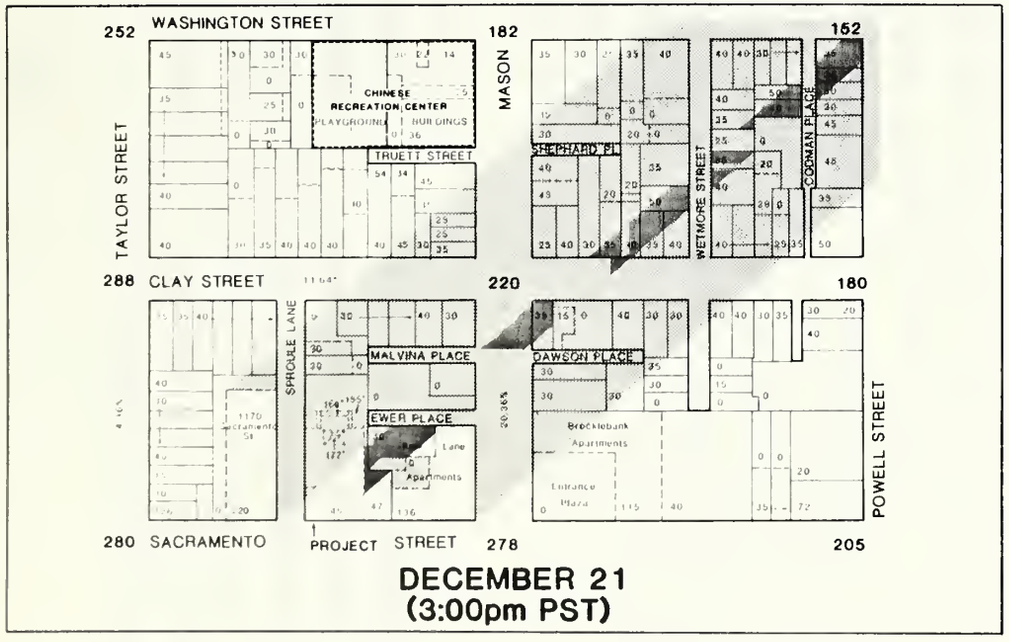
FIGURE 31

SHADOW PATTERNS IN PROJECT VICINITY

SOURCE: ESA







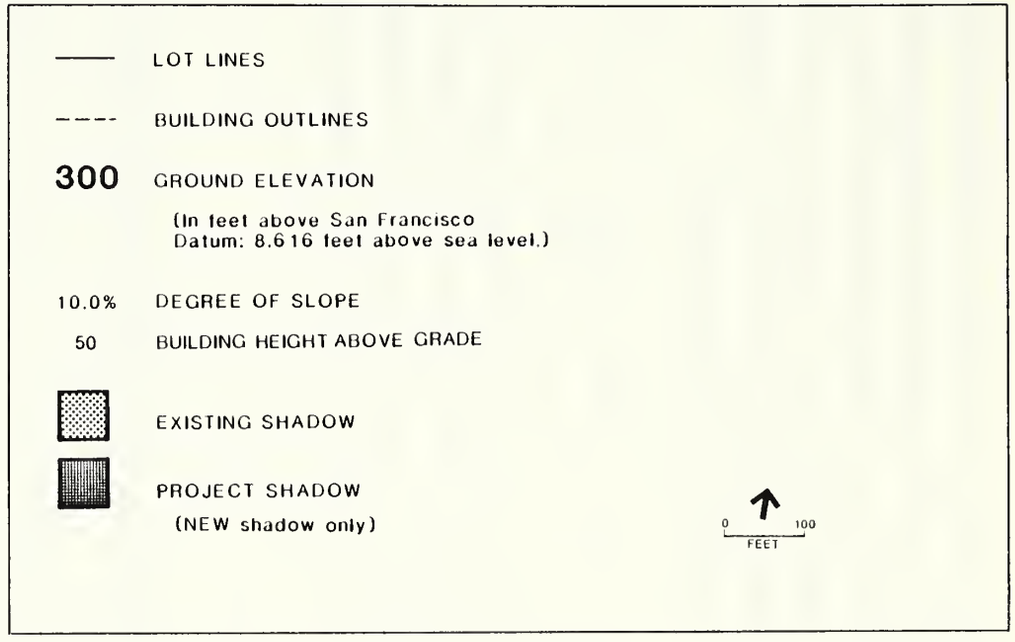


FIGURE 32
SHADOW PATTERNS IN PROJECT VICINITY
SOURCE: ESA

The Park Shadowing Initiative Ordinance (Proposition K), passed on June 5, 1984, establishes that the critical sunlight access period in all parks and playgrounds owned by the Recreation and Parks Department be from one hour after sunrise to one hour before sunset. The proposed project would not cast a shadow at any time of day during the year on any parks or playgrounds owned by the Recreation and Park Department, including the Chinese Recreation Center playground.

Three new sites for parks are under study by the San Francisco Recreation and Park Department. The site nearest to the project is identified as Lot 5 of Assessor's Block 191, and is on the west side of Powell St. between Washington and Jackson Sts. about two blocks northeast of the project site. The shadow trace from the project would not reach this site at any time of the year. The two other sites under consideration are located further north (north of Jackson St.); neither would be reached by the shadow from the project.

C. TRANSPORTATION, CIRCULATION AND PARKING

CONSTRUCTION/1/

During the 17-month construction period, transportation impacts would result from truck movements to and from the site during demolition, excavation and construction activity. Demolition and site clearance would require approximately two weeks and would generate an average of two truck movements per hour, in or out of the site between 9:00 a.m. and 4:00 p.m. Excavation is expected to require 12 weeks and would generate an average of two truck movements per hour, in or out of the site between 9:00 a.m. and 4:00 p.m. The excavated material is expected to be hauled to other job sites as necessary. Construction would require about 46 weeks and would generate approximately 1,750 truck trips (an average of one truck movement per hour per day between 9 a.m. and 4 p.m.).

During the entire construction period, truck access to the site would be from Clay St. onto Sproule Lane; egress would be on Sacramento St. The traffic lane of Sproule Lane and the peak period tow-away lane on Sacramento St. would be closed, as would the sidewalks adjacent to the project site on Sproule Lane and Sacramento St. Parking on Sproule Lane would be eliminated during project construction as this area would be used as a traffic lane. The Muni stop on Sacramento St. at Sproule Lane would have to be relocated during the construction period.

The transportation impact of construction truck traffic would be a slight lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of the trucks. Any truck traffic from 7:00 a.m. to 9:00 a.m. or from 4:00 p.m. to 6:00 p.m. would conflict with peak-hour commute traffic, particularly at freeway access points. Closure of traffic lanes and sidewalks would further reduce capacity. Increased temporary parking demand for construction workers' vehicles and localized intersection impacts from construction worker traffic would occur in proportion to the number of workers on site using automobiles.

There are four other proposed projects (providing a total of 78 dwelling units; see Appendix D, Table D-2, p. A-35) in the project vicinity. Concurrent construction activities at the project site and nearby sites could disrupt traffic and pedestrian flows through multiple lane closures, sidewalk closures and street excavation (if necessary for utility connections). The additional cumulative construction traffic generated in the area of the project site would be temporary and would not measurably change traffic operations in the area (the cumulative construction traffic would be of a similar magnitude to the amount of traffic generated by the project). The aggregate effect of construction traffic would be expected to be reduced by different construction schedules, as the projects would be at different stages of construction at any given time.

TRAVEL DEMAND ANALYSIS

The proposed project's transportation impacts were analyzed with three methods; the worst-case transit method; the worst-case traffic method and the Donald Goodrich (an independent transportation engineer) method. This report presents the worst-case traffic method and worst-case transit method; the Goodrich method, based on observations at the Nob Hill Condominiums, and predicting traffic impacts intermediate between those of the other two methods, is discussed in Appendix D, p. A-26.

Trip Generation

Estimates of travel from the project are based on the number of proposed residential units in the project. The project would generate about 540 person trip-ends (pte) daily, of which about 55 would occur during the p.m. peak hour of street operations in the area adjacent to the site./2/

Modal Split

Worst-Case Transit. The modal split distribution used initially to assign the travel from the project is a standard distribution for residential developments in Northeast San Francisco./3/ The distribution assumes that there is an average percentage of working adults in the dwelling units and that most (75%) of the residents work in the downtown. Consequently, the distribution has a high percentage of transit use; in fact, the standard modal split distribution represents a worst-case basis for transit impacts. The distribution does not account for travel-altering factors such as high income levels, different automobile ownership patterns, parking availability, or workplace location. Under the standard modal split, during the p.m. peak-hour, the project travel would be a maximum of 15 pedestrian pte, about 35 transit pte and about five auto pte (about four vehicle trip-ends (vte)). Under this scenario the project would generate approximately 0.06 peak-hour vte per dwelling unit.

Worst-Case Traffic. Because of the expected income level and expected automobile ownership of the project's residents, the standard modal split was determined not to be entirely applicable to the project. To better represent the travel characteristics of the project, an independent analysis was performed on the basis of the project's proposed number of off-street parking spaces. The worst-case traffic approach assumes trip generation based on the number of off-street parking spaces provided by the project. If, as a worst case for traffic analysis (which would reduce the pedestrian travel and transit ridership projections for the project to essentially zero), the 107-space garage is assumed to be filled on a daily basis by residents and visitors, then the project could be assumed to generate about 430 vehicle trip-ends (vte) per day (about 45 vte in the p.m.-peak-hour) which would be 6.1 vte per dwelling unit per day (p.m.-peak-hour generation would be about 0.63 vte per dwelling unit). This generation represents maximum auto use to and from the site.

Table 3, p. 73, contains a comparison of peak-hour traffic generation for the two worst-case methods.

As noted, the Goodrich method (see Appendix D, p. A-26) leads to project traffic generation that falls between that of the worst-case transit and the worst-case traffic methods.

TABLE 3: MODAL SPLIT TRIP GENERATION COMPARISON (Peak Hour)

	Walk pte	Transit pte	Auto pte	Auto vte
Worst-Case Transit (Standard Modal Split)	15	35	5	4
Worst-Case Traffic (based on parking spaces)	ca. 0	ca. 0	55	45

SOURCE: ESA

TRANSIT

Observed Conditions

The 1-California trolley bus line on Sacramento St. (with eastbound return on Clay St.) was found to be operating in 1983 (during reconstruction of the cable car lines) at about 99% of capacity during the p.m. peak hour./4/ An afternoon survey of transit use at the 1-California stop on Sacramento St. between Taylor and Mason Sts. (at Sproule Lane) showed people either boarding or leaving all but one bus in the four-hour period./5/ As the next closest transit stops on Sacramento St. are a minimum of one and one-half blocks distant from the surveyed stop, the observer was able to record the approximate destination or origin of the transit riders using the surveyed stop. During the entire four-hour survey period, all of the people using the stop were observed to travel off the project block either east or west on Sacramento St., with the exception of one person who traveled north on Sproule Lane. None of the riders were observed to enter or leave either of the two residential complexes (Nob Hill Condominiums and Park Lane Apartments) adjacent to the project site along Sacramento St. Table 4, p. 74, is a summary of the transit stop data.

Transit Impacts under the Worst-Case Transit Method

Under the worst-case transit analysis (standard modal split), the project would generate about 35 p.m.-peak-hour transit riders. If all of the project riders were assumed to ride

TABLE 4: SUMMARY OF TRANSIT STOP USE: Sacramento St. at Sproule Lane(a)

Time Period	Total Off(b)	Total On(b)	Number of Vehicles	Per Vehicle Average Off	Per Vehicle Average On
2:00-3:00 p.m.	14	10	5	3	2
3:00-4:00 p.m.	74	36	15	5	2
4:00-5:00 p.m.	75	22	16	5	1
5:00-6:00 p.m.	166	20	22	8	1
4:00-6:00 p.m.	241	42	38	6	1

(a) Counts made on Wednesday, September 21, 1983.
(b) Persons observed boarding or alighting at the transit stop.

SOURCE: ESA

the 1-California line (as they had to when the C-California cable car line was out, and since the 1-California is the closest line to the project site), they could not be accommodated in the p.m. peak hour with 1983 capacity figures. However, peak-period (two hour) capacity on the 1-California line is available to absorb the project transit demand even with the cable cars not running.

The latest Muni capacity projections (Muni Short-Range Transit Plan 1984-1989, San Francisco Municipal Railway, June, 1984) show the 1-California line receiving a peak-hour and peak-period capacity increase of 13% by 1989./6/ In addition, the transit calculations done for this project are based on conditions during the temporary interruption of cable car service and thus represent worst-case conditions on the 1-California line in this area. With the resumption of cable-car service in June 1984, and the expectation that the needed capacity improvements would be complete prior to completion and occupancy of the project, Muni would be able to accommodate worst-case-transit predictions for the project ridership during the p.m. peak hour.

In the context of downtown Muni ridership, ridership generated by the project would not be detectable against the daily fluctuations in total system ridership. As a result, the worst-case transit demand generated by the project would have a negligible effect on transit operations in the downtown area. Additionally, Muni trips generated by new

residential development are already counted in Muni ridership, under existing conditions or future conditions generated by proposed office development; counting them again would result in double counting.

The above worst-case transit impact analysis is, as noted, worst-case in the sense that all transit demand from the project was assumed to be on the 1-California trolley bus. Transit travel to and from the project would be expected to be distributed over all of the nearby Muni lines serving the area, rather than being confined to a single line, thus reducing the stated demand on the 1-California line. The analysis is worst-case also in the sense that the standard modal split method maximizes transit use.

Transit Impacts under the Worst Case Traffic Method

Under the worst-case-traffic approach, the total project transit demand would decrease to almost zero, and thus there would be no detectable impact on Muni by ridership increases from the project. This latter situation appears to be confirmed by the above observed conditions, as the proposed project is expected to be similar in its demography to the adjoining Nob Hill Condominiums. If an intermediate situation (worst-case for neither transit nor traffic) applies, the total transit demand would be less than that analyzed above (i.e., fewer than 35 riders during the p.m. peak hour).

TRAFFIC

Observed Conditions and Proposed Access

Traffic counts were made in the project vicinity on September 22, 1983./7/ Table 5, p. 76, is a summary of the counts.

Currently, Sacramento St. in the project block carries about 5,800 vehicles per day, with about 530 vehicles in the p.m. peak hour./7/ Taylor St. and Sproule Lane carry about 360 and 30 vehicles, respectively, during the p.m. peak hour. A capacity analysis was conducted for the intersection of Sacramento and Taylor Sts. for the p.m. peak hour. The analysis shows that the intersection is operating in Level of Service A (good) conditions at a volume-to-capacity (v/c) ratio of 0.50. Operations at the intersection of Sacramento and Mason Sts. are also at Level of Service A with a v/c ratio of 0.41. (See Appendix D, Table D-1, p. A-34 for a description of Level of Service and the method of capacity analysis used.)

TABLE 5: DAILY TRAFFIC VOLUMES ON STREETS NEAR THE PROJECT

Street	Count Location	Date	Average Daily Traffic
Sacramento	Sproule to Taylor	9/22/83	5,770
Mason	Sacramento to Clay(a)	9/22/83	2,830
Taylor	Sacramento to Clay	9/22/83	4,830
Sproule	Clay to Sacramento	9/22/83	570
Clay	Sproule to Mason	9/22/83	6,660
Ewer	West of Mason	9/22/83	(b)

(a) Two-way traffic (because of cable car reconstruction)
(b) The entrance to Ewer Place is used primarily as a parking space (although it is illegal to park in the entrance to the alley and vehicles are cited regularly). Actual traffic volumes on Ewer Place are in the range of fewer than 10 vehicles per day and in fact may consist of one motorcycle that is parked in the alley.

SOURCE: Traffic Data Service, Inc. and ESA

Most vehicular traffic from the project would exit from the two upper parking levels onto Sproule Lane and proceed south onto westbound Sacramento St., and then either turn onto Taylor St. or proceed west on Sacramento St. Most traffic entering the project would arrive from the east on Sacramento St. and would circle the block, going north on Taylor, east on Clay and then entering via Sproule Lane. About one-third of the traffic, which would use the lowest level of parking, accessible from Ewer Place, would approach the site from the east on Sacramento St. via Mason St., and exit via Mason St. turning north to Clay St. eastbound, or to Jackson St. or Pacific Ave. westbound. All project vehicles using Mason St. would be going northwards.

The project sponsor proposes to repave Ewer Place and is considering proposing that the street be widened in order to improve access. These proposed changes would be subject to Department of Public Works approval.

Traffic Impacts under the Worst-Case Transit Method

Under the worst-case transit method (standard modal split), the amount of vehicular travel from the project would be about 45 vte per day (about 4 vte during the p.m. peak

hour), which would add about 15 vte per day to Ewer Place and about 30 vte per day to Sproule Lane (the latter an increase of about 6 % over existing vte).

Under the worst-case transit method, which is best-case for vehicular traffic, the project would add a maximum of about 3 vte to Sproule Lane / Sacramento St. in the peak p.m. hour. Addition of this estimated project traffic volume would represent a 0.6 % increase on Sacramento St., a 1.3 % increase on Taylor St. (if all of the project traffic turned either north or south on Taylor St., rather than proceeding west on Sacramento St. beyond Taylor St.), and a 10 % increase on Sproule Lane. Intersection operations would be unaffected by the project traffic. The increase in traffic on streets adjacent to the project would not be sufficient to cause a change in traffic operations with respect to existing capacity of the street system.

Traffic Impacts under the Worst-Case Traffic Method

The project parking garage would have entrances on Ewer Place and Sproule Lane. Approximately 35 spaces would be accessible from Ewer Place; the remaining 72 would be reached via Sproule Lane. If the travel from each garage level is assumed to be proportional to the number of parking spaces on each level, then the project could add about 145 vte per day to Ewer Place and about 285 vte per day to Sproule Lane. In the p.m. peak-hour, traffic additions would be about 15 vte to Ewer Place and about 30 vte to Sproule Lane. Even in this worst-case for traffic generation, the absolute volumes on both Sproule Lane and Ewer Place would not exceed the capacity of the two streets to carry traffic (although the daily increase on Sproule Lane would be about 60 % of the existing traffic volume of about 500 vte per day; the p.m. peak-hour increase would be 100 %).

The addition of 30 vte generated by the project on Sproule Lane at Sacramento St. and onto Sacramento and Taylor Sts. in the vicinity of the project site during the p.m. peak hour (one vehicle every two minutes), would not decrease the Levels of Service on those streets, from their A rating. The capacity analysis based on the worst-case traffic approach indicates that project traffic added to base traffic in the year 2000 would increase the v/c ratios at the intersections of Sacramento St. with Taylor and Mason Sts. to 0.55 and 0.46, respectively, from 0.54 and 0.45./8/ The Level of Service would thus remain at A; the traffic increases from the project and other developments would not alter traffic operations to the point that transit operations would be adversely affected.

Total effective p.m.-peak-hour traffic volumes at the Clay/Mason and Clay/Taylor intersections are smaller than those at the Sacramento/Taylor intersection. Therefore, although the project would add traffic to Clay St., and to a lesser extent to Mason St., the amount of additional traffic would not be sufficient to affect operations at those intersections, and would not have a substantial effect on traffic movement, or on transit operations. Effects at intersections closer to Downtown and the financial district would be statistically insignificant, because of further dispersion of project traffic beyond the project block.

A more likely assumption about actual travel from the project would be a distribution somewhere between the worst case for vehicular travel and the worst case (standard modal split) for transit travel.

PARKING

The project would provide 107 parking spaces on-site. The City Planning Code requires one space for each dwelling unit, or 71 spaces, and permits up to 150% of that requirement as accessory parking (Section 204.5(c)), for a maximum total of 107 spaces for the project. Census tract data for 1970 and 1980 indicate that approximately 50% of the households in Census Tract 112, in which the project is located, own at least one automobile, with an average of 1.3 vehicles per household for those households owning automobiles in 1980. If automobile ownership for the project were equivalent to that in the Census Tract as a whole, the project resident parking demand would be approximately 46 spaces; parking demand from visitors would increase this number.

A recent study of parking demand for San Francisco condominium complexes (Park Hill Residential Final EIR, 82.358E, Department of City Planning, certified June 30, 1983) indicates that the total parking demand by residents and visitors could be in the range of 0.8 to 1.1 spaces per unit, or 57 to 78 spaces (see Appendix D, p. A-32, for further discussion). The project sponsor has indicated that the project parking facility would be open to both residents and guests. Therefore, all project parking demand could be accommodated on-site, and the project would not increase the demand for on-street parking in the project area. This is consistent with Objective 3 of the Citywide Parking Plan of the Transportation Element of the Master Plan, which states that the size of many residential streets "and the need to provide free flows for traffic limits the number of on-street parking spaces. Increased parking facilities, especially off the street, need to

be made available." The number of parking spaces proposed would not be consistent with Objective 1, Policy 1 of the Citywide Parking Plan, which calls for a demonstrated demand for additional parking spaces resulting from a project and a clearly established need for desired accessory parking, because the project supplies more parking spaces than the code requires (and may provide more than the total project demand).

An afternoon survey of on-street parking in the project vicinity showed that almost all of the curbside space is filled on both Sacramento St. and Sproule Lane./9/ Considerable illegal parking (as many as twice the legally parked vehicles) was observed on Sproule Lane during the survey. The on-street parking situation demonstrates the need to accommodate visitor parking on-site in the project garage. The project sponsor proposes to install bollards along the east side of Sproule Lane to discourage illegal parking; this would be subject to Department of Public Works approval.

PEDESTRIANS

The standard-modal-split approach, which is worst-case for transit demand, is also worst-case for generation of walk trips. Under this approach, the project would add about 15 pedestrians (plus about 35 persons walking to transit stops) to the Sacramento St. sidewalk in front of the project site in the p.m. peak hour, or about one pedestrian every minute. This would have a statistically insignificant impact on pedestrian flow in the area. Under the worst-case-traffic approach, the project would generate fewer pedestrian trips (approaching zero) than under the worst-case-transit approach, and thus would have less impact on sidewalk operations.

CUMULATIVE RESIDENTIAL-DEVELOPMENT IMPACTS

Because of the residential nature of the project and of approved and proposed development in the vicinity, travel from the project and approved and proposed residential development in the vicinity would not represent new travel over and above the travel increase assumed to occur as the result of cumulative downtown commercial development. In the analysis of future travel impacts presented in the Downtown Plan Draft EIR (Department of City Planning, March 16, 1984, pp. IV.E.1 to 47), the regional distribution and modal split used to distribute the travel from cumulative development in the C-3 District assume that about 50% of the year-2000 travel would be made by San

Francisco residents. Thus, to count both the future residential travel and the total travel from the downtown cumulative development is to double count the effect of the proposed residential development. Although the effects of residential development are included in the method of analysis of cumulative effects of office and retail development (Department of City Planning Transportation Guidelines, September 1983), the following analysis has been conducted for localized (project vicinity) cumulative impacts from nearby developments.

Residential developments proposed in the project area (within two blocks of the project site) are shown in Appendix D, Table D-2, p. A-35. Residential units under review, approved, or under construction in the project area, would add a cumulative daily total of 590 person trip-ends to the streets in the vicinity. Of these, about 60 would be in the evening peak hour. In combination with project trips, this would result in an additional 115 p.m. peak-hour trips. Under the worst-case transit analysis the trips would be distributed as follows: 75 by transit, 30 walking, and 10 by vehicles (8 vte). If the worst-case traffic assumptions were applied to all five projects, the new vehicular travel in the p.m. peak-hour would approach 95 vte. Such increases would not be noticeable within the daily fluctuation of travel (additional transit demand would be accommodated by the noted improvements in transit capacity, and additional vehicular-traffic generation would not of itself have a substantial effect on circulation in the area). Additionally, because the project and cumulative traffic increases would be minimal, transit operations in the vicinity would not be affected by increased vehicular travel from the residential projects.

SERVICE VEHICLES AND LOADING

On the basis of service vehicle and loading data presented in the Center City Pedestrian Circulation and Goods Movement Study (Wilbur Smith and Associates, September 1983), the project, upon completion, would generate about six service-vehicle/truck stops per day. These stops would include commercial-plated autos, vans, pickups, single-unit trucks, and semis.

Under the City Planning Code formula, (Section 152, Article 1.5), the amount of floor area proposed for the project would require the provision of one off-street loading dock; the project would comply with this requirement. The loading dock would be accessible from Ewer Place; additional loading could occur at the passenger drop off/pick-up motor

Francisco residents. Thus, to count both the future residential travel and the total travel from the downtown cumulative development is to double count the effect of the proposed residential development. Although the effects of residential development are included in the method of analysis of cumulative effects of office and retail development (Department of City Planning Transportation Guidelines, September 1983), the following analysis has been conducted for localized (project vicinity) cumulative impacts from nearby developments.

Residential developments proposed in the project area (within two blocks of the project site) are shown in Appendix D, Table D-2, p. A-35. Residential units under review, approved, or under construction in the project area, would add a cumulative daily total of 590 person trip-ends to the streets in the vicinity. Of these, about 60 would be in the evening peak hour. In combination with project trips, this would result in an additional 115 p.m. peak-hour trips. Under the worst-case transit analysis the trips would be distributed as follows: 75 by transit, 30 walking, and 10 by vehicles (8 vte). If the worst-case traffic assumptions were applied to all five projects, the new vehicular travel in the p.m. peak-hour would approach 95 vte. Such increases would not be noticeable within the daily fluctuation of travel (additional transit demand would be accommodated by the noted improvements in transit capacity, and additional vehicular-traffic generation would not of itself have a substantial effect on circulation in the area). Additionally, because the project and cumulative traffic increases would be minimal, transit operations in the vicinity would not be affected by increased vehicular travel from the residential projects.

SERVICE VEHICLES AND LOADING

On the basis of service vehicle and loading data presented in the Center City Pedestrian Circulation and Goods Movement Study (Wilbur Smith and Associates, September 1983), the project, upon completion, would generate about six service-vehicle/truck stops per day. These stops would include commercial-plated autos, vans, pickups, single-unit trucks, and semis.

Under the City Planning Code formula (Section 152, Article 1.5), the amount of floor area proposed for the project would require the provision of one off-street loading dock; the project would comply with this requirement. The loading dock would be accessible from Ewer Place; additional loading could occur at the passenger drop-off/pick-up motor

court in front of the project, accessible from Sacramento St. Amendments to the City Planning Code affecting off-street parking and loading requirements were proposed in June 1984./10/ These changes were proposed to implement Department of City Planning policy as stated in the proposed Downtown Plan and in City Planning Commission Resolution No. 9286. The code revisions would not affect the loading requirements for the project.

NOTES - Traffic, Circulation and Parking

/1/ Construction data supplied by John Cahill, Cahill Contractors, Inc., telephone conversation, May 16, 1983.

/2/ San Francisco Department of City Planning, Transportation Guidelines for Environmental Impact Review: Transportation Impacts, September 1983. This document describes the procedure used to calculate travel demand from the project. A trip generation rate of 7.5 pte per dwelling unit was used to generate travel from the project. The September 1983 Transportation Guidelines are on file and available for public review at the Office of Environmental Review, 450 McAllister Street, Fifth Floor, San Francisco, CA 94102.

/3/ The standard modal split is shown in Table E-3, Appendix E, p. 398, of the 333 Bush Street Final EIR (EE81.461E), Department of City Planning, certified December 16, 1982.

/4/ Muni data from the Transportation Guidelines, Department of City Planning, September 1983.

/5/ Data source for transit stop analysis: Manual counts of persons boarding and leaving the 1-California MUNI coaches at the transit stop on Sacramento St. near Sproule Lane during the period 2:00 p.m. to 6:00 p.m. on Wednesday, September 21, 1983.

/6/ Regarding the appropriateness of the use of Five-Year Plan data, Section E.2.1.1, p. C&R-E.31, Volume 3: Summary of Comments and Responses for the Downtown Plan EIR (EE81.3, Department of City Planning, September, 1984) contains a full discussion of this topic. This section is incorporated by reference into this document.

/7/ Data sources for traffic analysis: p.m. peak-hour (4:45-5:45 p.m.) manual turning movement counts (Wednesday, June 8, 1983) at the intersection of Taylor and Sacramento Sts. (includes vehicles leaving Sproule Lane); 24-hour machine traffic counts on Wednesday-Friday, September 21-23, 1983 on Sproule Lane (one at each end of the street), Sacramento St., Mason St., Taylor St., Clay St., and Ewer Place; manual turning movement counts conducted on Thursday, Friday, and Saturday, February 2-4, 1984 during the hours 4:00 p.m. to 8:00 p.m. at the intersections of Sacramento St. with Mason and Taylor Sts.

/8/ San Francisco Department of City Planning, Downtown Plan Draft EIR, EE81.3, March 16, 1984, pp. IV.E.1 to 47.

/9/ Observations on June 8, 1983 of on-street parking conditions on Sproule Lane, Sacramento St., Mason St., Taylor St., and Ewer Place.

/10/ San Francisco Department of City Planning, Proposed Amendments to the City Planning Code to Implement the Downtown Plan, June 1984, p. 68.

the project. If the HC emission reduction strategies adopted in the 1982 Bay Area Air Quality Plan are successful, ozone concentrations are expected to attain the national standard by 1987.

It is possible that excess NOx emissions generated by the project could contribute to a cumulative increase in ozone and/or nitrogenous oxidant concentrations further downwind, outside the Bay Area. In addition, incremental NOx emissions generated by the project could contribute to a cumulative reduction in visibility, or, to a relatively small extent, to a cumulative increase in acid rain further downwind, outside the Bay Area.

Curbside CO concentrations at selected intersections affected by project-generated traffic were projected for worst-case conditions and are compared with the ambient standards in Table 7, p. 84. These projections were calculated using a revised version of the Modified Linear Rollback (MLR) method which was developed for The Downtown Plan EIR.

No excesses of the Federal or State CO standards are projected under any scenario at either intersection. CO concentrations are predicted to be less in 2000 than in 1984. The projected effects of ongoing state and federal emissions controls on new vehicles (and the retirement of older, more polluting vehicles) would more than offset the increases in traffic volumes and traffic congestion due to project and cumulative development.

Emissions of TSP generated by the project would contribute to a cumulative increase in TSP concentrations, which could increase the frequency of TSP standard violations in San Francisco, with concomitant health effects and reduced visibility.

However, many of the project-related vehicle trips have already been counted in cumulative traffic going to and from new office and retail developments in San Francisco; in addition, some project residents could already be living in San Francisco. Thus, most of the increases of NO_x, CO and TSP indicated above would not be additional increases in pollutants, since they have already been considered in cumulative analyses.

TABLE 7: PROJECTED WORST-CASE CURBSIDE CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS

Intersection	Averaging Time	Concentrations (ppm) /a/ 1984	Cumulative 2000	Cumulative Plus Project 2000
Sacramento & Taylor	1-hour	9.3	6.9	6.9
	8-hour	7.1	5.1	5.1
Sacramento & Mason	1-hour	8.9	6.6	6.7
	8-hour	6.7	4.8	4.8

/a/ Calculations for all scenarios were made for worst-case (poor dispersion) meteorology, using a revised version of the Modified Linear Rollback (MLR) method. Background concentrations were calculated to be 7.4 ppm for one hour and 5.8 ppm for eight hours in 1984, and 5.7 ppm for one hour and 4.5 ppm for eight hours in 2000. The one-hour state standard is 20 ppm, the one-hour national standard is 35 ppm, and the eight-hour state and national standard is 9 ppm.

SOURCE: ESA

The project would not conflict with the pollution reduction strategies recommended by the 1982 Bay Area Air Quality Plan. These strategies consist primarily of HC and CO emission controls on stationary sources and motor vehicles, and transportation improvements, and are aimed at attaining the national ozone and CO standards. As discussed above, emissions associated with the project are not projected by this EIR to increase ozone concentrations or to result in violations of CO standards, and thus would not conflict with the objectives of the 1982 Bay Area Air Quality Plan.

E. NOISE

The noise environment of the project site is dominated by vehicular traffic, including trucks, automobiles, emergency vehicles and buses. The Environmental Protection Element of the Comprehensive Plan indicates a 1974 day-night average noise level (Ldn) of 75 dBA on Sacramento St./1,2/ Noise measurements taken in 1984 along Sacramento St. at the project site during a weekday p.m. peak-hour/3/ indicate an Leq of 69 dBA/4/

and an Lmax of 82 dBA/5/. A peak-hour Leq of 69 dBA in a traffic-dominated noise environment implies an Ldn of about 66 dBA.

On the basis of the worst-case traffic method during the peak-hour, project operation would result in a 6% increase in traffic on Sacramento St., and a 100% increase in traffic on Sproule Lane. A 6% increase in traffic would increase noise levels along Sacramento St. by less than 0.3 dBA. A 100% increase in traffic on Sproule Lane, ignoring all other noise sources in the area (mainly traffic on Sacramento and Clay Sts.), would result in an increase in noise levels along Sproule Lane of about 3 dBA. However, because of background noise levels in the area and the logarithmic nature of the decibel scale, the actual increase in noise would be less than this by 1-2 dBA. A 1-2 dBA increase in time-averaged environmental noise is imperceptible to the untrained human ear. No time-averaged noise impact associated with increased traffic due to the project would therefore be expected. Noise from individual vehicles would be distinguishable, especially along the portion of Sproule Lane midway between Clay and Sacramento Sts., and along Ewer Place.

NOTES - Noise

/1/ Ldn, the day-night average noise level measurement, is based on human reaction to cumulative noise exposure over a 24-hour period, which takes into account the greater annoyance of nighttime noises. Noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

/2/ A decibel (dB) is a logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called "sound level"), measured in decibels. A dBA is a decibel corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels.

/3/ Existing noise levels at the project site are based on noise measurements taken by Environmental Science Associates on Wednesday, May 2, 1984 between 4:30 p.m. and 5:30 p.m.

/4/ Leq is the equivalent steady-state sound level which in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time period.

/5/ Lmax is the maximum noise intensity reached during the period of time of the measurement.

/6/ CNEL, which has an additional penalty (beyond the Ldn) of 5 dBA between 7:00 p.m. and 10:00 p.m., is approximately equivalent to Ldn in a traffic-dominated noise environment.

F. ENERGY

Existing energy use on-site is minimal. Most of the site is vacant, and the existing townhouse is occupied intermittently.

Site development, fabrication and transportation of building materials, worker transportation, and building construction would require about 116 billion Btu (equivalent to energy from about 20,000 barrels of oil) of gasoline, diesel fuel, natural gas, and electricity./1,2/

Electricity and natural gas for project operation would be provided by PG&E./3/ Electricity would be used for lighting, air conditioning, space heating (water-to-air heat pumps; only the pumps would be electrically powered), ventilation, elevator operation, office-equipment operation, cooking, and plumbing system pumping. Natural gas would be used for space heating (water-to-air heat pumps; the water would be heated by energy derived from natural gas) and water heating. The project would not incorporate solar or other renewable energy sources.

Annual project energy consumption is shown in Table 8, p. 87. The project would consume about 270,000 Btu per sq. ft. annually or about 744 Btu per sq. ft. per day./4/ Title 24 of the California Administrative Code does not specify performance standards for residential uses over four stories (annual allowable energy budgets); it specifies only prescriptive standards. The prescriptive standards (required design features that ensure a minimum level of energy efficiency) are basic conservation measures such as weatherstripping; appliance efficiency; and wall, roof and pipe insulation. Before a building permit can be issued, a licensed engineer must certify the building's compliance with Title 24. The project would be designed to comply with the prescriptive standards by incorporating weatherstripping and insulation.

The project would have a connected electrical load of about 2,500 kilowatts (kW) and would consume about 3 to 3.6 million kilowatt hours (kWh), or about 31 to 37 billion Btu, of electricity per year./4/ The average monthly electrical consumption would be about 250,000 to 300,000 kWh. The projected average electrical consumption is about 1.6 to 1.9 kWh per gross sq. ft. per month. Peak electrical demand would be about 990 kW and would typically occur at about 7:00 p.m. on January evenings. This peak demand would not coincide with PG&E's system-wide electrical consumption peak, which occurs in late afternoon in August. Projected peak-day demand and average annual electrical consumption distribution curves are shown in Figure 33, p. 88. Because the daily demand

TABLE 8: PROJECTED ANNUAL PROJECT ENERGY CONSUMPTION

	Units of Energy in thousands	Btu At-Source in billions(a)	Barrel Oil Equiv. (bbl. oil)
Building Operation			
Electricity	3,600 kWh (b)	36.9	6,270
Natural Gas	46.7 therms	5.1	874
Transportation(c)			
Gasoline & Diesel	34 gallons	4.8	810
TOTAL PROJECT	—	46.8	7,954

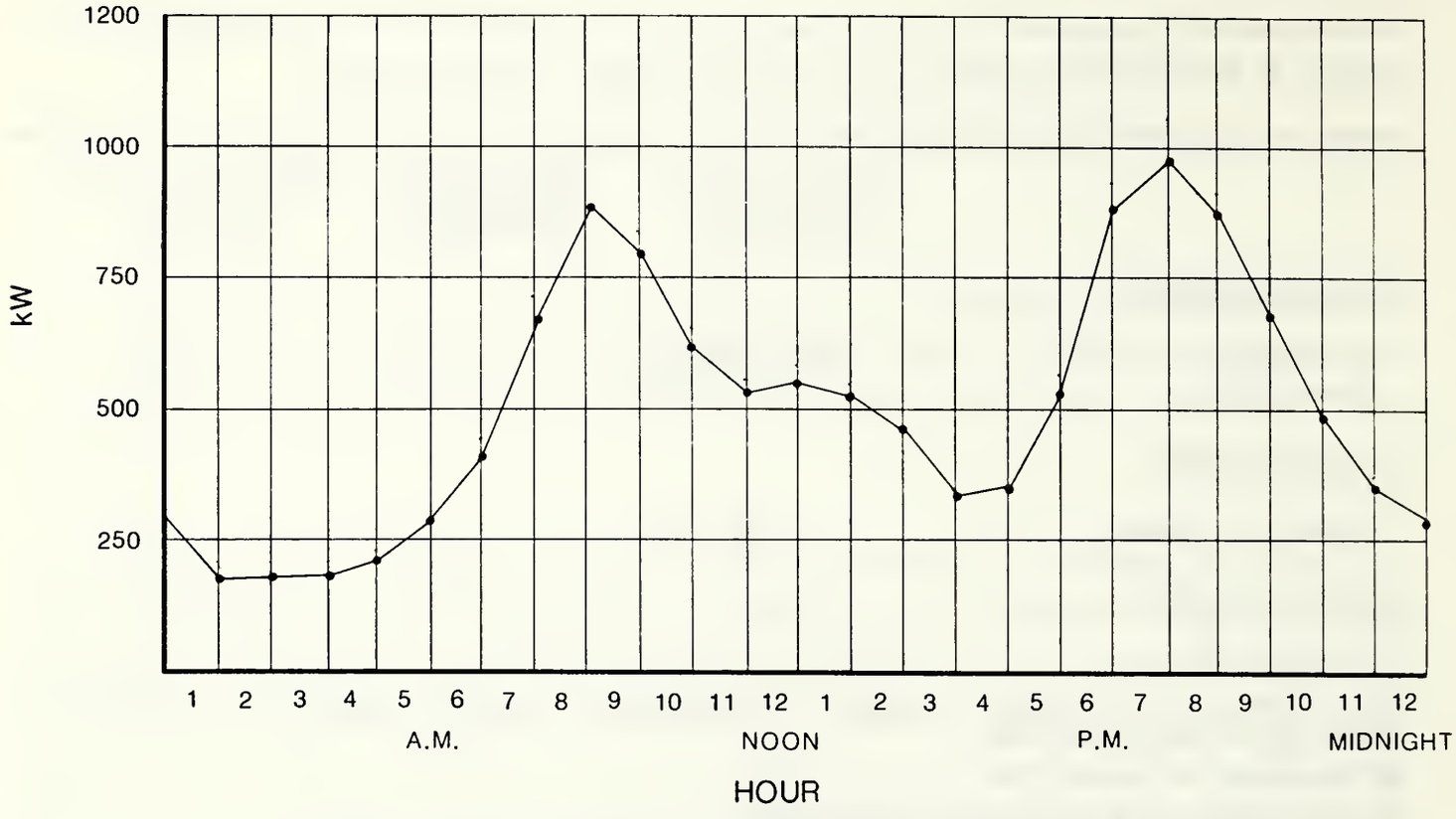
(a) 1 kWh = 10,239 Btu; 1 therm = 110,000 Btu; 1 gallon gasoline = 140,000 Btu; 1 bbl. oil = 5.88 million Btu.
(b) maximum of range given
(c) for vehicle trips generated by the project.

SOURCE: ESA; Silverman and Light, Inc.; and Charles and Braun, Consulting Engineers

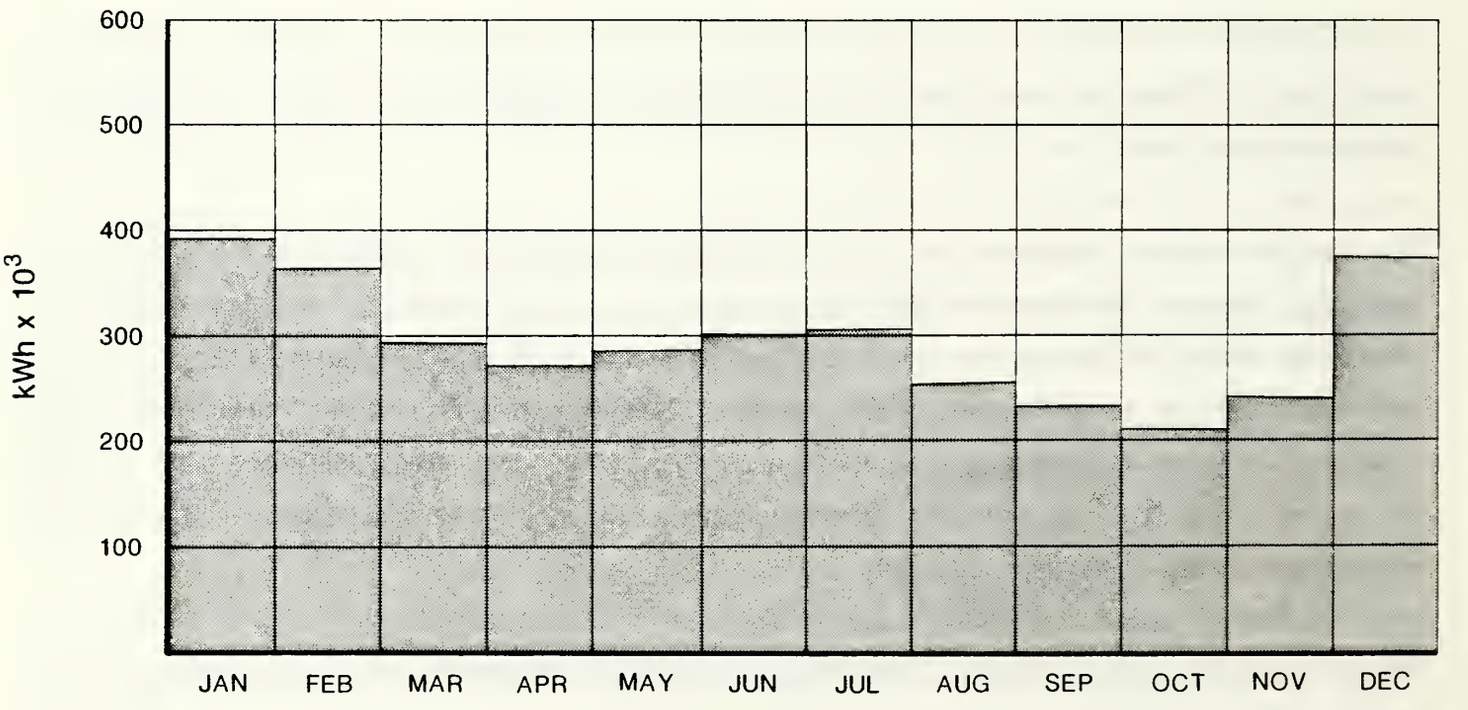
curve shows kW demand averaged over each hour, that graph is also a plot of consumption in kWh in each hour.

The project would consume about 46,700 therms (about 5.1 billion Btu) of natural gas annually, or about 3,900 therms (428 million Btu) per month. Peak demand for natural gas would be about 54 therms per hour and would occur on February mornings for two hours between 6:00 a.m. and 8:00 a.m. This would not coincide with the PG&E system-wide peak period for natural gas usage, which occurs in the early evening hours in January. Projected peak-day demand and average annual natural gas consumption distribution curves are shown in Figure 34, p. 89.

Project-related transportation would cause additional, offsite energy consumption. On the basis of worst-case project vehicular trip generation, described in Section IV.C. Transportation, Circulation and Parking, project-related trips would require about 34,000 gallons of gasoline and diesel fuel annually; or about 4.8 billion Btu. This projected consumption is based upon the mix of vehicles expected in California in 1987. Generally, average vehicle fuel use is expected to decrease until 1987 as the vehicle fleet becomes more efficient. However, this would not all be additional energy use since many future



PEAK DAY (JANUARY) ELECTRICAL LOAD DISTRIBUTION

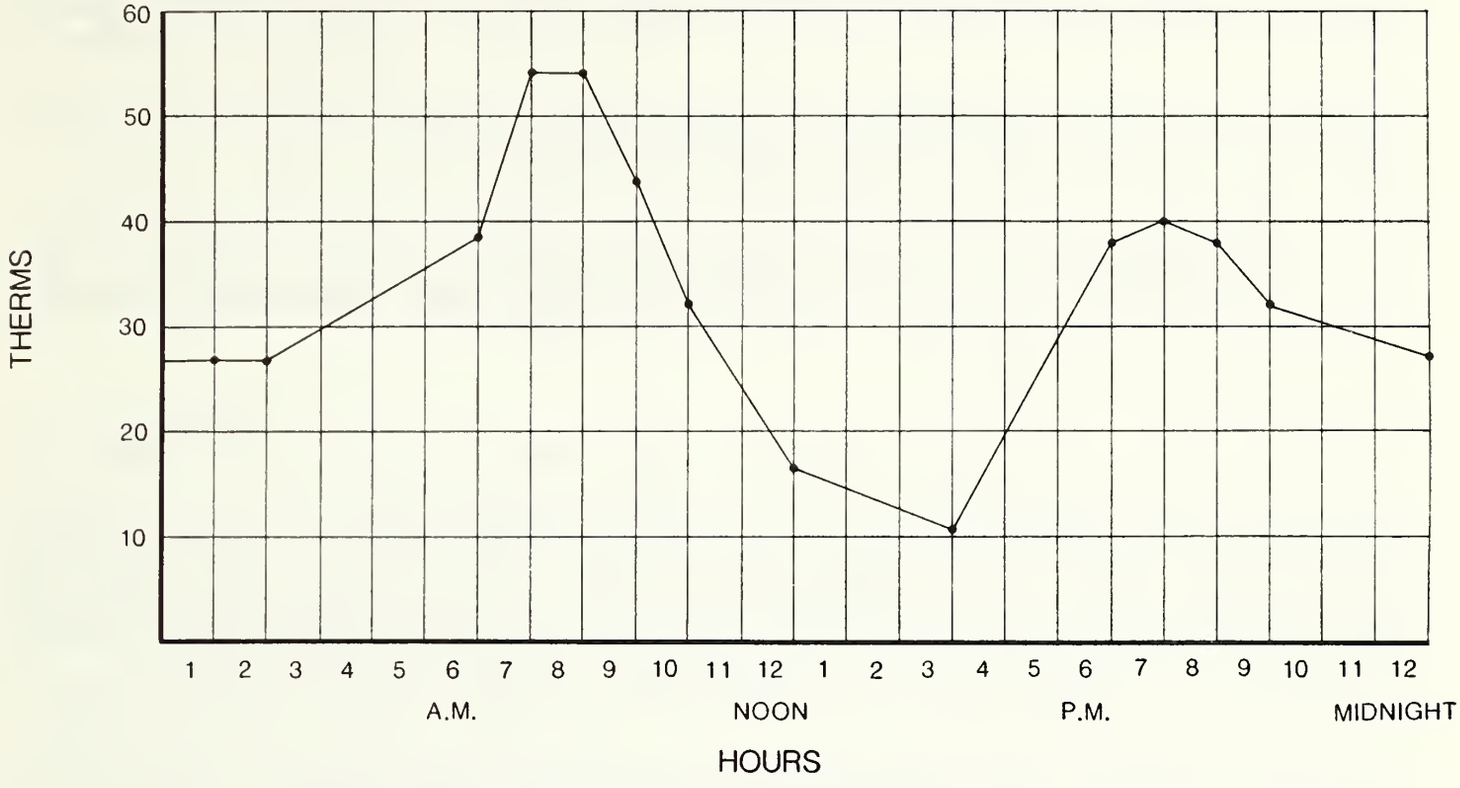


ANNUAL ELECTRICAL CONSUMPTION

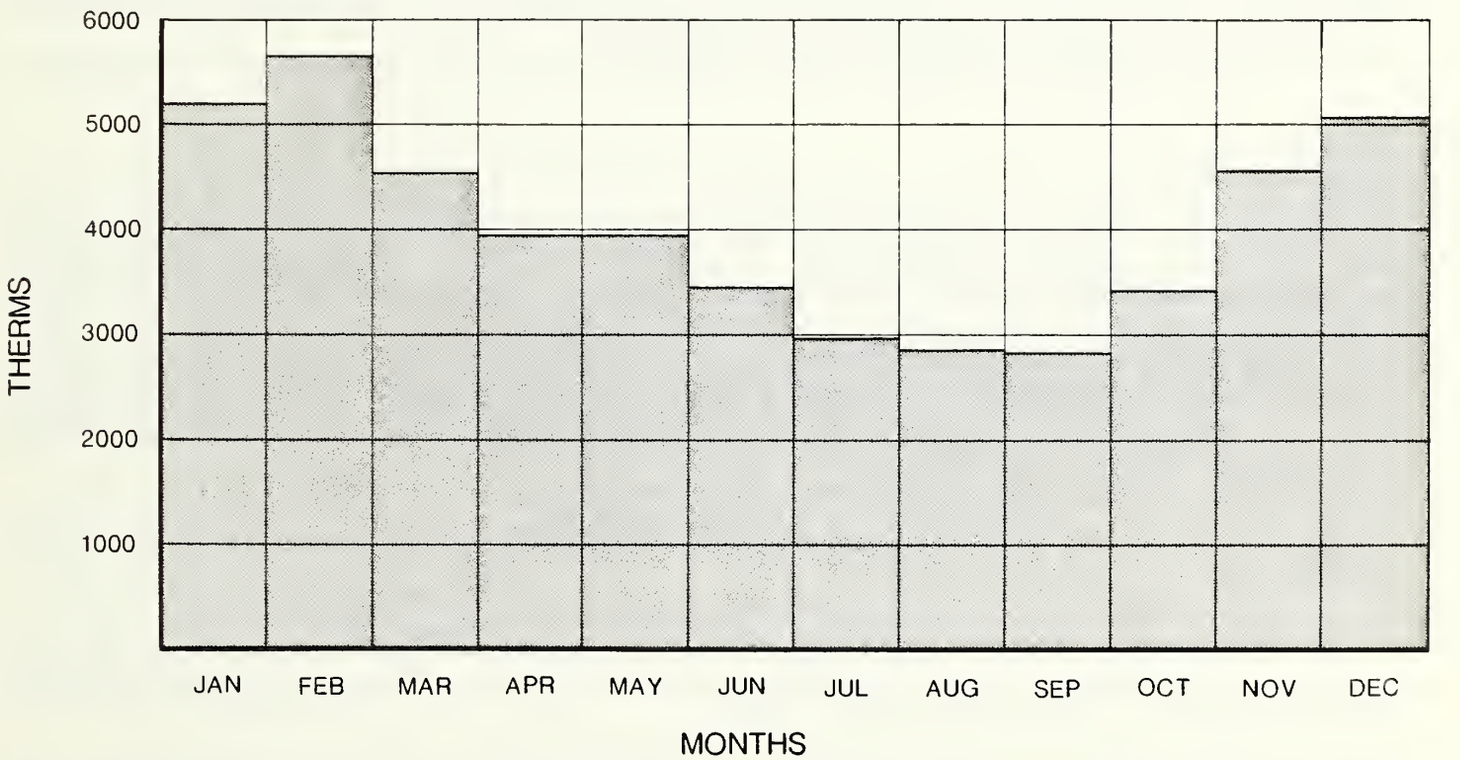
FIGURE 33

PROJECTED ELECTRICAL DISTRIBUTION CURVES

SOURCE: ESA and Silverman and Light Inc.



PEAK DAY HOURLY DEMAND FOR NATURAL GAS (FEBRUARY)



ANNUAL NATURAL GAS CONSUMPTION

FIGURE 34

NATURAL GAS DISTRIBUTION CURVES

SOURCE: ESA and Charles and Braun

project residents probably now live and/or work in San Francisco; therefore not all project-related trips would be new trips. Some project trips would be counted in cumulative traffic as trips going to and from new office and retail developments. It is not possible at this stage to calculate the number of new trips.

The energy demand of the project would not of itself substantially affect resource extraction, but would contribute to cumulative consumption that would eventually deplete non-renewable energy resources.

By the year 1990, San Francisco's electricity requirements would be about 4.2 billion kWh per year, an 11% increase from 1984./5/ Peak demand in the City would be about 884 megawatts (MW), a 14% increase in six years./6/ Demand in 1990 would exceed the local capacity of 792 MW provided by the Hunters Point and Potrero power plants. About 35 billion cu. ft. of natural gas would be consumed in the City annually in 1990./5/

By the year 2000, San Francisco's electricity requirements would be about 5.0 billion kWh per year, an increase of about 30% from 1984. Peak demand in the City would be about 1,000 MW, a 30% increase in 16 years. About 35 billion cu. ft. of natural gas would be consumed in the City annually by the year 2000./5/

NOTES - Energy

/1/ The British thermal unit (Btu) is a unit of heat energy equivalent to the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea-level; all Btu values given in this section are at-source values. All references to Btu in this report are at-source values, the term "at source" means that adjustments have been made in the calculation of the Btu equivalent to account for the energy required for generation and transmission, as specified in Energy Conservation and Design Manual for New Nonresidential Buildings, Energy Resource Conservation and Development Commission, 1977.

/2/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector," Science 202: 837-847.

/3/ PG&E indicates that its electricity and natural gas distribution systems in the site vicinity are adequate to serve the project (Rocco Coliccia, Industrial Power Engineer, PG&E, telephone conversation, May 4, 1984).

/4/ The discussion of operational energy consumption is based on information provided by Silverman and Light, Consulting Engineers, and Charles & Braun, Consulting Engineers; this information is on file and available for public review at the San Francisco Department of City Planning, Office of Environmental Review, 450 McAllister Street, Fifth Floor.

/5/ Estimate based on most current data and projections of future trends; see City and County of San Francisco, Draft Downtown Plan EIR, Appendix N, for detailed description of estimation methods.

/6/ PG&E records show that the City consumed 3.61 billion kWh in 1980, and 3.66 billion kWh each in 1981 and 1982 (Gerald Tyson, Marketing Supervisor, PG&E, letter dated, November 7, 1983). New development between 1981 and 1984 in the downtown would increase citywide requirements by a total of about 150 million kWh for the three years (see City and County of San Francisco, Draft Downtown EIR, Appendix N). PG&E projects citywide electricity demand to be 775 MW in 1984 and 884 MW in 1990.

G. HAZARDS

Fire Department and emergency vehicle access to the project would be from Sacramento St., Sproule Lane and Ewer Place. The Fire Department would require a panel room of approximately 80 square feet near the main entrance from Sacramento St., which would enclose controls for fans, detectors, fire alarms, smoke evacuation switches and other items required by Building Code Section 1807. It could be possible to include these panels in the manager's office or building-maintenance / concierge office. Stairways would have to exit onto both Ewer Place and Sproule Lane. On the roof level, the Fire Department requires access to roof decks on both sides of the building./1/ The project architect has indicated that the project would comply with all Fire Department requirements./2/

As it now exists, Ewer Place would not qualify as a required means of access for firefighting vehicles, since it is narrow and overgrown and is a dead end. On project completion, Ewer Place would not be required by the Fire Department for access (although if necessary the Fire Department could use Ewer Place). Sproule Lane is adequate as access for emergency vehicles, although illegally parked vehicles could present a problem. Sacramento St. is also adequate for access of emergency vehicles. If a fire were to occur, traffic problems would result because of the positioning of firefighting equipment. This would be the case in the event of a fire in any building on Sacramento St. in this area./3/

NOTES - Hazards

/1/ James Webb, AIA, Kaplan/McLaughlin/Diaz and Jack Gustafson, San Francisco Building Department, met to discuss Fire Department requirements of the proposed project. Their meeting was recorded in a memorandum dated September 21, 1983, and is summarized here.

/2/ Clark Manus, Project Architect, Kaplan/McLaughlin/Diaz, telephone conversation, August 22, 1984.

/3/ Edward J. Phipps, Assistant Chief Support Services, San Francisco Fire Department, letter to Robert J. McCarthy, Attorney at Law, November 29, 1983.

H. GROWTH INDUCEMENT

After full occupancy, the population of the site would increase to about 150 persons. The increase in population would be four percent of the total 1980 population in the Census Tract, No. 112, which is bounded by California, Powell, Leavenworth and Washington Sts. The project would be an infill project and would be a continuation of existing residential uses in the area. The increased population would increase the demand for retail services in the Nob Hill area. The project would probably not of itself encourage additional residential development as the surrounding area is already predominantly residential and potential nearby development sites are limited. The vacant parcel of land between Ewer Place and Malvina Place, which abuts the site to the east (not included in the project) is a potential development site in the project vicinity; development on the site is constrained by more restrictive height limitations and zoning, and less favorable exposure./1/

NOTE - Growth Inducement

/1/ Rob Cummins, Summa Resources, Inc., telephone conversation, August 20, 1984.

V. MITIGATION MEASURES WHICH WOULD MINIMIZE THE POTENTIAL IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been or would be adopted by the project sponsor, project architects or contractors (mitigation measures included as part of the project and presented in the Initial Study are reproduced below). Some may be implemented by public agencies; the remainder are not included in the project. The City Planning Commission could require that some or all of these measures be included as conditions of project approval.

Each mitigation measure and its status are discussed below. Where a measure has not been included in the project, the reasons for this are discussed.

URBAN DESIGN, VISUAL QUALITY AND ARCHITECTURAL RESOURCES

Proposed as Part of the Project

- The design components of the building are intended to complement the historic nature of the area. The strong vertical lines of the project reflect the design of both the Nob Hill Condominiums and the Park Lane Apartments. Modifying the original project design, the project architect increased the proportion of granite to glass in order to complement the Park Lane Apartments more closely.

SHADOWS

Proposed as Part of the Project

- The building has been designed to add no new shadow to the Chinese Recreation Center playground (at Mason and Washington Sts.) at any time.

TRANSPORTATION

Proposed as Part of the Project

- The intended presence of a valet would limit parking violations in the Sacramento St. drop-off area.

- Placement of bollards along the east side of Sproule Lane, to discourage illegal parking, would improve visibility and safety and reduce congestion and traffic problems on Sproule.

- During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 4:00 p.m. to minimize peak-hour traffic conflicts. The project sponsor and construction contractor would meet with the Traffic Engineering Division of the Bureau of Engineering of the Department of Public Works, the Fire Department, Muni and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion during construction of this project and other nearby projects.

- The project sponsor would, in consultation with the Municipal Railway, install eyebolts or make provisions for direct attachments of eyebolts for Muni trolley wires on the proposed building wherever necessary or agree to waive the right to refuse the attachment of eyebolts to the proposed building if such attachment is done at City expense.

- The project sponsor is proposing to repave and possibly widen Ewer Place; this would facilitate vehicular circulation there.

AIR QUALITY

Proposed as Part of the Project

- The project sponsor would require in the construction contract that the project contractor sprinkle demolition sites with water continuously during demolition activity; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil sand, or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce TSP emissions.

- The project sponsor would require in the construction contract that the project contractor maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of a construction period.

- Water-based or latex paints would be used on all interior walls, rather than oil-based paints, which emit hydrocarbons while drying; this would reduce hydrocarbon release from drying paint by about 60%.

ENERGY

Proposed as Part of the Project

- Space heating would be provided by water-to-air heat pumps which themselves would be operated by electricity; the water would be heated by natural gas. This would be an energy-efficient method of heating the building.

- Operable windows would be used for the primary source of ventilation and cooling, to reduce energy used in air conditioning.

- All units would be electrically sub-metered for most efficient use of energy.

Under Consideration by Project Sponsor

- Pilotless natural gas appliances for all installed cooking and clothes-drying equipment could be specified; clothes-drying equipment powered by natural gas rather than electricity could reduce energy consumption and cost. (Mechanical engineers may recommend to architects.)

- Swimming pool heating may be provided with waste heat from the main boiler. (Mechanical engineer could recommend, if feasible.)

- Active solar domestic water heating could be used to reduce the demand for natural gas.

- A central computer to control HVAC systems (and security and life safety systems) could be used; it would ensure efficient use of energy.

- An auxiliary heat exchanger for preheating domestic hot water with heat rejected by the HVAC condenser water system would reduce the amount of energy needed to heat domestic water.

- Solid-waste storage facilities with separate storage facilities for newspapers, glass, aluminium cans and other recyclable waste products could be provided.

Rejected by Project Sponsor

- Solar space heating and cooling was considered impractical because of high initial cost, lack of roof space for equipment and low return on investment.

NOISE

Proposed as Part of the Project

- To minimize construction noise, only muffled gasoline and diesel-powered construction equipment or electrically powered construction equipment would be used. Equipment would be muffled to 80 dBA at 100 ft. in accordance with the San Francisco Noise Ordinance (Section 29076).

- The project sponsor would require in the construction contract that construction activities would not begin until after 8:00 a.m., in order to minimize disturbance of residents in the project vicinity.

- The project sponsor would require in the construction contract that mechanical equipment in the building be muffled in order to comply with the San Francisco Noise Ordinance, Section 2909.

- An acoustical analysis would be conducted by a qualified acoustical engineer to ensure that CNEL noise levels inside the individual residential units, when windows are closed, would not exceed 45 dBA, in accordance with the requirements of Title 25 of the State Administrative Code.

- Additional noise insulation would be incorporated into exterior walls of the building, as required by the detailed acoustical analysis.

GEOLOGY/TOPOGRAPHY

Proposed as Part of the Project

- Should dewatering be necessary, the final soils report shall address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report shall contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works will require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the survey and for any necessary repairs to service under the street would be borne by the contractor.

HAZARDS

Proposed as Part of the Project

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project plan. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as possible before issuance by the Department of Public Works of final building occupany permits.

- The project architect has met with a representative of the Building Department to discuss the building design and proposed internal fire protection measures; the project would comply with all recommendations made by the Building and Fire Departments.

CULTURAL

Proposed as Part of the Project

- Prior to issuance of a site permit, the project sponsor shall retain an historical archaeologist (or other qualified expert) to perform archival research and site inspection to determine the potential for discovery of cultural or historic artifacts on the site. Results of this investigation, and a plan for any further investigation that may be appropriate, shall be reported to the Environmental Review Offficer (ERO). The ERO, in consultation with the Secretary to the Landmarks Preservtion Advisory Board and the archaeologist, shall determine whether the archaeologist should instruct all excavation and foundation crews on the project site of the potential for discovery of cultural or historic artifacts, and the procedures to be followed if such artifacts are uncovered. In the event of high probability of discovery of cultural or historical artifacts, the ERO may require that an archaeologist be present during site excavation and record a daily log of observations. The ERO may also require cooperation of the project sponsor in assisting such further investigations on site as may be appropriate prior to or during project excavation even if this results in a delay in excavation activities.

- Should cultural or historic artifacts be found during project excavation, the archaeologist would assess the significance of the find, and immediately report to the ERO and the Secretary of the Landmarks Preservation Advisory Board. The ERO would then recommend specific mitigation measures, if necessary, in consultation with the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate. This maximum of four weeks shall include any other time periods for which the ERO has required a delay in excavation activities.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA) and with Sections 15382, 15064 and 15065 of the State CEQA guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or other mitigation measures that could be implemented as described in Chapter V, Mitigation Measures, p. 93.

No unavoidable significant environmental impacts resulting from the project have been identified. The final determination of significant impacts will be made by the City Planning Commission as part of their certification action. This chapter will be revised, if necessary, to reflect the City Planning Commission's findings, before printing of the Final EIR.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

A. NO-PROJECT ALTERNATIVE

The No-Project Alternative would continue the vacant status of most of the site; the existing on-site building would not be demolished. No environmental impacts associated with the proposed project would occur. This alternative would not increase the San Francisco housing supply. There would not be an increase in traffic in the area. There would be no decrease in air quality, increase in noise or increase in energy consumption. The required continued payment of taxes on the site without income derived from the site would result in continued efforts to develop an acceptable project by the present sponsor or by future owners.

B. COMMUNITY-DESIGN ALTERNATIVE

This alternative was designed at a conceptual level by MLTW/Turnbull Associates, Architects and Planners, and is supported by the Nob Hill Neighbors (see Figure 35, below).

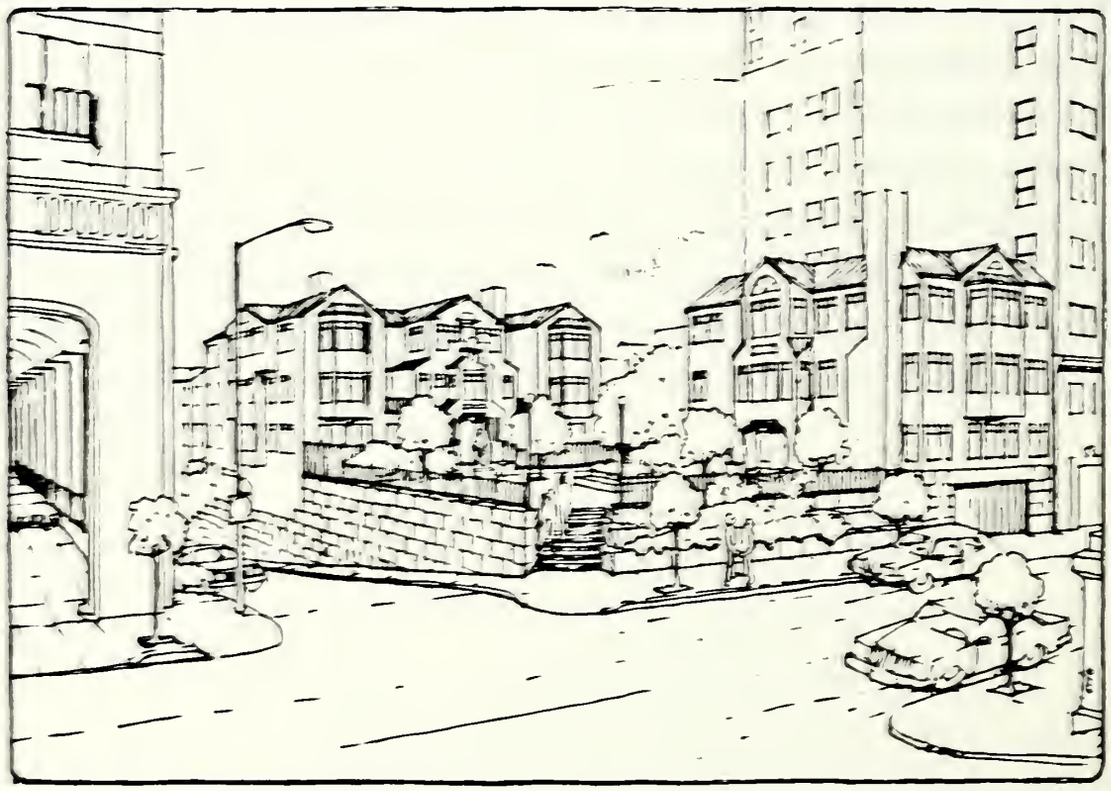


FIGURE 35

COMMUNITY DESIGN ALTERNATIVE

SOURCE: Nob Hill Neighbors and Turnbull Associates

The Community-Design Alternative would be about 40 ft. high (from Sacramento St.), and would be set back about 64 ft. from Sacramento St.; a raised courtyard (about 5 ft. above Sacramento St. level) would front on Sacramento St. There would be two rows of units facing Sacramento St., with a 30 ft. deep open space between the rows and a rearyard setback of about 15 ft. behind the northernmost row of units. This alternative would include 33 units varying in size from approximately 1,300 sq. ft. to 1,700 sq. ft.; a portion of the building would occupy Lot 44 (the proposed project would not include building on this lot, only landscaped decks). This alternative would also include units on Lots 2 and 4 (between Ewer Place and Malvina Place); these lots are not currently a part of the project site. Residential units would cover approximately 48% of the 24,000 sq. ft. lot area; the subsurface parking garage would cover 100% of the area.

Access to this alternative would be from Sacramento St. (both parking and pedestrian); parking would also be accessible from Ewer Place and Malvina Place. (Access to the units between Ewer Place and Malvina Place would be from Ewer Place.) Objective 1, Policy 1 of the Citywide parking plan states that access to parking facilities should avoid use of transit preferential streets in order to minimize conflicts between cars and transit.

A total of 121 parking spaces (57 compact spaces, 57 standard spaces and 7 guest spaces) would be proposed with this alternative, with extra spaces being sold or rented to area residents. A service/loading or trash pickup area for vans and trucks could be located on one of the parking levels, although the exact location has not been finalized; a loading space would reduce the number of parking spaces available (by two or three). The proposed parking for this alternative would exceed (by 145%) the maximum number of parking spaces of 49 allowed, by the City Planning Code, for this alternative (1.5 permitted spaces per unit); thus, Conditional Use authorization by the City Planning Commission would be required.

This alternative would block public views of Coit Tower, Telegraph Hill and the Bay from Huntington Park, as would the proposed project. The reduced height of this alternative and the setback from Sacramento St. would mean that fewer residential units in the Nob Hill Condominium building would have their private views blocked or diminished.

This alternative would contrast with the taller Nob Hill Condominiums and the Park Lane Apartments (220 ft. and 136 ft. tall respectively; both are built to their property lines on Sacramento St.).

At a maximum height of about 40 ft. (versus 160 ft. for the proposed project), this alternative would reduce the length of the project's shadow trace by about 75%. This would result in less new shadow on roofs, backyards and streets.

If the alternative included only the permitted number of parking spaces, traffic would be less than with the proposed project; on the basis of the worst-case traffic method, this alternative would generate about 200 vte per day, of which about 20 would occur during the peak-hour. Traffic-related air-quality and noise impacts would be reduced proportionately (by about 55%). However, with MLTW's suggested 121 parking spaces (14 more than with the proposed project), this alternative would result in greater worst-case traffic impacts than the proposed project. Traffic-related air-quality and noise would be proportionately greater (by about 13%).

MLTW/Turnbull Associates estimates that the project sponsor could make a profit of about $6 million if he were to develop this alternative - taking into account direct and indirect costs, land costs and sales costs. (This estimate is contained in a letter from Shartsis, Friese & Ginsburg, representing the Nob Hill Trust Group, to Toby Rosenblatt, President of the Planning Commission, January 9, 1984.) The project sponsor does not wish to build on Lot 44, or on Lots 2 and 4 (which are not part of the project site), and also maintains that this alternative would not be economically viable. Therefore the project sponsor has rejected this alternative.

(Much of the above information was contained in a letter from Paul Lobush, William Turnbull Associates, September 5, 1984.)

C. REDUCED-HEIGHT ALTERNATIVE

The Reduced-Height Alternative would be similar to the proposed project, but 24 ft. shorter. It would be set back (as is the proposed project) at the fifth level. This alternative would be approximately the same height as the adjacent 136-ft.-tall Park Lane Apartments and would consist of about 59 units with about 88 parking spaces (see Figure 36, p. 103). Access to this alternative, both vehicular and pedestrian, would be, as for the proposed project, from Sproule Lane and Ewer Place.

FIGURE 36

OUTLINE OF REDUCED-HEIGHT ALTERNATIVE

SOURCE: ESA

Public view blockage from Huntington Park would be as for the proposed project. Views of the Bay, East Bay Hills, Telegraph Hill and Coit Tower would be blocked. Fewer residential units adjacent to the site, essentially two floors of the Nob Hill Condominium building, would have their private views blocked by this alternative than by the proposed project. This alternative would (as would the proposed project) complete the enclosure of Huntington Park, creating a building "wall" effect.

Shadow impacts of this alternative, because of its reduced height (24 ft. shorter) would be proportionately less (about a 15% reduction in the length of the shadow trace) than with the proposed project.

The number of parking spaces permitted for this alternative would be 88; worst-case traffic resulting from this alternative would therefore be less than for the proposed project. On the basis of the worst-case traffic model, this alternative would generate about 355 vte per day, with about 35 vte during the peak-hour. Traffic-related air-quality and noise would be reduced proportionately (by about 20%). The energy demand of this alternative would also be proportionately less (by about 15%) than for the proposed project. Fire Department requirements for this alternative would be similar to those for the proposed project.

This alternative was rejected by the project sponsor because it would provide a poorer visual transition between the Nob Hill Condominiums and the Park Lane Apartments; would be an economic underuse of the site; and would not in his opinion provide sufficient return on investment.

D. 65-FT. ALTERNATIVE

This alternative was developed in response to the proposed Nob Hill zoning reclassification, initiated by the Board of Supervisors on August 20, 1984. The proposed reclassification would replace portions of an existing 160-A height and bulk district with a 65-A height and bulk district, reducing the maximum allowable building height to 65 ft., rather than the 160 ft. currently permitted.

The 65-ft. Alternative would consist of a seven-story tower (65-ft.-tall), with 71 units and 107 parking spaces, as well as a four-story townhouse (the same as in the proposed project). The average size of the units in the tower would be about 750 sq. ft. (compared to about 1,900 sq. ft. with the proposed project); units in the townhouse would be similar to those in the proposed project townhouse.

This alternative would occupy the same portion of the project site as the proposed project; there would be deck space in the rear of the tower over below-grade parking. As with the proposed project, the tower would be set back 25 ft. from the property line on Sacramento St. at the fifth level; this setback area would contain an open terrace and swimming pool for use by building residents.

Access to this alternative, both vehicular and pedestrian, would be, as for the proposed project, from Sproule Lane and Ewer Place.

This alternative would block public views of Coit Tower, Telegraph Hill and San Francisco Bay from Huntington Park, as would the proposed project (see Figure 37, p. 106). The reduced height of this alternative would mean that fewer residential units in the Nob Hill Condominium building would have their private views blocked or diminished. As with the proposed project, this alternative would complete the enclosure of Huntington Park, and would contribute to the building "wall" effect as viewed from ground level along Sacramento Street (although not to the same extent as the proposed project). This alternative would contrast with the taller Nob Hill Condominiums (220 ft.) and the Park Lane Apartments (136 ft.).

This alternative would result in a shadow trace approximately 60% less than with the proposed project. This would result in less new shadow on roofs, backyards and streets.

With 107 parking spaces, this alternative would generate the same amount of traffic as for the proposed project; traffic-related air-quality and noise impacts would also be the same. The on-site energy demand of this alternative would be about 60% less than for the proposed project. Fire Department requirements for this alternative would be similar to those for the proposed project.

The project sponsor believes that this alternative would provide a poorer visual transition between the Nob Hill Condominiums and the Park Lane Apartments than the proposed project. The project sponsor considers that this alternative would be an economic underuse of the site, and would not in his opinion provide sufficient return on investment.

FIGURE 37
OUTLINE OF 65-FT. ALTERNATIVE

SOURCE: ESA

VIII. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED

EIR AUTHORS

Department of City Planning
City and County of San Francisco
Office of Environmental Review
450 McAllister St., 5th Floor
San Francisco, CA 94102

Environmental Review Officer: Alec Bash
Assistant Environmental Review Officer: Barbara Sahm
Environmental Coordinator: Ginny Puddefoot

EIR CONSULTANTS

Environmental Science Associates, Inc.
1291 E. Hillsdale Boulevard, Suite 300
Foster City, CA 94404

Associate-in-Charge: Richard Cole, Ph.D.
Project Manager: Wendy Lockwood

PROJECT SPONSOR

Summa Resources Inc.
1130 Sacramento St.
San Francisco, CA 94018

Rob Cummins

PROJECT ARCHITECTS

Kaplan/McLaughlin/Diaz
222 Vallejo St.
San Francisco, CA 94111

Clark Manus

PROJECT ENGINEERS/CONTRACTORS

Silverman & Light, Inc.
618 Grand Avenue
Oakland, CA 94610
Charles Silverman, P.E.

Charles & Braun
Consulting Engineers
121 Second St.
San Francisco, CA 94105
Richard Charles

PROJECT ATTORNEY

Bennett and Barkley
100 California Street, #970
San Francisco, CA 94111
Alice Barkley

IX. DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

General Projects Section
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95814
Attn: Don Rake

State of California
The Resources Agency
Secretary for Resources
1416 Ninth Street, Room 1311
Sacramento, Ca 95814

REGIONAL AGENCIES

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604

Bay Area Air Quality Management
District
939 Ellis Street
San Francisco, CA 94109
Attn: Irwin Mussen

California Archaeological Site Survey
Regional Office
Northwest Information Center
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928

California Department of Transportation
Business and Transportation Agency
P.O. Box 7310
San Francisco, CA 94120
Attn: Darnall W. Reynolds,
District CEQA Coordinator

California Department of Transportation
Public Transportation Branch
P.O. Box 7310
San Francisco, CA 94120
Attn: Larry Layne

CITY AND COUNTY OF SAN FRANCISCO

Bureau of Building Inspection
450 McAllister Street
San Francisco, CA 94102
Attn: Robert Levy, Superintendent

City Attorney's Office
Room 206, City Hall
San Francisco, CA 94102
Attn: Paula Jesson, Deputy City Attorney

Landmarks Preservation Advisory Board
450 McAllister Street
San Francisco, CA 94102
Attn: Jonathan Malone

Mayor's Economic Development Council
480 McAllister Street
San Francisco, CA 94102
Attn: Mr. Richard Goblirsch

Public Utilities Commission
Bureau of Energy Conservation
949 Presidio Avenue, Room 111
San Francisco, CA 94115
Attn: Barbara Moy,
Assistant Director

Public Utilities Commission
949 Presidio Avenue, Room 150
San Francisco, CA 94115
Attn: Tom Jordan,
Director Bureau Services

Recreation & Park Department
McLaren Lodge
Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117
Attn: Deborah Learner

San Francisco Bureau of Engineering
Streets and Highways
45 Hyde Street, Room 212
San Francisco, CA 94102

San Francisco City Planning Commission
450 McAllister Street
San Francisco, CA 94102
Attn: Lee Woods
Toby Rosenblatt, President
Susan Bierman
Roger Boas
Norman Karasick, Alt.
Jerome Klein
Yoshio Nakashima
C. Mackey Salazar
Douglas G. Wright, Alt.

San Francisco Department of Public Works
Bureau of Engineering
Division of Streets and Highways
45 Hyde Street, Room 208
San Francisco, CA 94102
Attn: Tim A. Molinare

San Francisco Department of Public Works
Mechanical Engineering Section
45 Hyde Street, Room 222
San Francisco, CA 94102
Attn: Vijay K. Gupta

San Francisco Department of Public Works
Traffic Engineering Division
460 McAllister Street
San Francisco, CA 94102
Attn: Scott Shoaf

San Francisco Fire Department
260 Golden Gate Avenue
San Francisco, CA 94102
Attn: Ed Phipps, Chief
Division of Planning & Research

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: Peter Straus

San Francisco Real Estate Dept.
450 McAllister Street, Room 600
San Francisco, CA 94102
Attn: Mr. Wallace Wortman,
Director of Property

San Francisco Water Department
Distribution Division
425 Mason Street
San Francisco, CA 94102
Attn: Hans Bruno, Assistant
General Manager

GROUPS AND INDIVIDUALS

AIA
San Francisco Chapter
790 Market Street
San Francisco, CA 94102

Bay Area Council
348 World Trade Center
San Francisco, CA 94111

Albert Beck
c/o Geography Department
California State University, Chico
Chico, CA 95929

Bendix Environmental Research, Inc.
1390 Market Street - Suite 902
San Francisco, CA 94102

Sally Bennett
Public Relations Director
Fairmont Hotel
Atop Nob Hill
San Francisco, CA 94106

Tony Blaczek
Finance Department
Coldwell Banker
1 Embarcadero Center, 23rd Floor
San Francisco, CA 94111

John E. Bonin
Knowlton Realty Ltd.
Suite 2720, Embarcadero Center
San Francisco, CA 94111

Peter Bosselman
Environmental Simulation Laboratory
119 Wurster Hall
University of California
Berkeley, CA 94720

Roger Boyer Associates
215 Leidesdorf
San Francisco, CA 94111

Brobeck, Phleger, Harrison
One Market Plaza
San Francisco, CA 94105
Attn: Jonnie T. Jacobs, Esq.

Michael Buck
1333 - 35th Avenue
San Francisco, CA 94122

John Burton, Attorney at Law
465 California Street
San Francisco, CA 94111

David Capron
Lincoln Property Company
222 Sansome Street
San Francisco, CA 94104

Dale Carlson
369 Pine St., #800
San Francisco, CA 94104

Charter Commercial Brokerage Company
Market Research Department
Two Embarcadero Center, #1860
San Francisco, CA 94111
Attn: Steve Anderson

Central City Committee Council
Walter Knox, Chair
320 Clementina Street
San Francisco, CA 94107

Chickering & Gregory
3 Embarcadero Center
23rd Floor
San Francisco, CA 94111
Attn: Kent Soule

Chinatown Neighborhood Improvement
Resources Center
615 Grant Avenue, 2nd Floor
San Francisco, CA 94108

Chinese Coalition for Better Housing
920 Sacramento Street
San Francisco, CA 94108

Coalition for San Francisco
Neighborhoods
Mrs. Dorice Murphy
175 Yukon Street
San Francisco, CA 94114

Committee for Better Parks and
Recreation Facilities of Chinatown
Ms. Beverly Karnatz, Co-Chair
920 Sacramento Street
San Francisco, CA 94108

Ms. Mary Cooksey
Nob Hill Neighbors
P.O. Box 99496
San Francisco, CA 94109

Joseph Cortiz
2853 22nd Street
San Francisco, CA 94110

Calvin Dare
Cushman Wakefield
555 California - Suite 2700
San Francisco, CA 94104

Alex Diamondidis
#58 Varennes
San Francisco, CA 94133

James S. Dielschneider
258-B Red Rock Way
San Francisco, CA 94131

DKS Associates
1419 Broadway, Suite 700
Oakland, CA 94612 - 2069

Harold S. Dobbs
Suite 2500, The Alcoa Building
1 Maritime Plaza
San Francisco, CA 94111

Rita Dorst
RB International Services
9 Boston Ship Plaza
San Francisco, Ca 94111

Downtown Association
582 Market Street
San Francisco, CA 94105
Attn: Mr. Lloyd Pflueger

Downtown Senior Social Services
295 Eddy Street
San Francisco, CA 94102

Michael V. Dyett
Blayney-Dyett
70 Zoe Street
San Francisco, CA 94103

N.C. Eckersley
The Pacific Bank
101 California Street
San Francisco, CA 94111

Environmental Impact Planning Corp.
319 Eleventh Street
San Francisco, CA 94103
Attn: Susanne McAdams

Environmental Planning & Research, Inc.
649 Front Street
San Francisco, CA 94111
Attn: Leslie de Boer

Farella, Brown & Martel
235 Montgomery Street
San Francisco, CA 94104

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109
Attn: H. Grant Dehart,
Executive Director

Friends of the Earth
1045 Sansome Street #404
San Francisco, CA 94111
Attn: Connie Parrish

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550 Kearny Street
San Francisco, CA 94103
Attn: Jane Winslow

Charles T. Gill
The Aspen Group West, Inc.
505 Sansome Street, Suite 1005
San Francisco, CA 94111

Annette M. Granucci
Commercial News Publishing Co.
125 Twelfth Street
San Francisco, CA 94103

Gruen Gruen + Associates
564 Howard Street
San Francisco, CA 94105

James D. Hall
101 Lombard Condominiums
San Francisco, CA 94111

Donald Head & Associates
109 Minna Street, #293
San Francisco, CA 94105

Heller, Ehrman, White & McAuliffe
44 Montgomery Street - 32nd Floor
San Francisco, CA 94104
Attn: Robert L. Gibney, Jr.

Valerie Hersey
Munsell Brown
950 Battery
San Francisco, CA 94111

Heller & Leake, Architects
939 Market Street
San Francisco, CA 94103
Attn: Jeffrey Heller

Sue Hestor
4536 - 20th Street
San Francisco, CA 94114

John Holsclaw
1508 Taylor Street
San Francisco, CA 94133

Mark Hornberger
1131 Clay Street
San Francisco, CA 94108

John Hosanna
1241 Green Street
San Francisco, CA 94109

Carl Imparato
1205 Garfield
Albany, CA 94705

Jefferson Associates, Inc.
683 McAllister Street
San Francisco, CA 94102
Attn: Gordon Jacoby

Jones Lang Wootton
710 One Embarcadero Center
San Francisco, CA 94111
Attn: Sheryl Bratton

Lee & Fan
Architecture & Planning, Inc.
580 Market St., Suite 300
San Francisco, CA 94104
Attn: Robert Fan, Jr.

Legal Assistance to the Elderly
Brent Kato
333 Valencia Street
San Francisco, CA 94103

Barry Livingston
Urban Center Development Ltd.
One Embarcadero Center, Suite 2216
San Francisco, CA 94111

Carole Lester
Lawyers Title Company of San Francisco
300 Montgomery Street, Suite 1135
San Francisco, CA 94104

Doug Longyear
Finance Department
Coldwell Banker
1 Embarcadero Center, 23rd floor
San Francisco, CA 94111

Marathon U.S. Realties, Inc.
595 Market Street, Suite 1330
San Francisco, CA 94105
Attn: Rolf Wheeler

Robert McCarthy
McCarthy & Schwartz
333 Market Street, 32nd Floor
San Francisco, CA 94105

James Meharg
Concierge
Huntington Hotel
1075 California St.
San Francisco, CA 94108

Robert Meyers Associates
582 Market Street, Suite 1208
San Francisco, CA 94104

Mullins, Wise & Dickman
Park Lane Properties
1100 Sacramento Street
San Francisco, CA 94108
Vincent Mullins
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The Stanford Court
905 California Street
San Francisco, CA 94108

Nob Hill Association
Mr. John Cope, President
Huntington Hotel
1075 California Street
San Francisco, CA 94108

Nob Hill Neighbors
c/o Andrew Butler
1225 Taylor Street, #501
San Francisco, CA 94108

Nob Hill Neighbors
Ms. Linda Chapman
1430 Clay Street
San Francisco, CA 94109

Page, Anderson & Turnbull
364 Bush Street
San Francisco, CA 94104

Pillsbury, Madison & Sutro
P.O. Box 7880
San Francisco, CA 94120
Attn: Susan Pearlstine

Planning Analysis & Development
530 Chestnut
San Francisco, CA 94133
Attn: Gloria Root

Mrs. G. Bland Platt
339 Walnut Street
San Francisco, CA 94118

Neville Price & Associates
25 Ecker Square, Suite 1050
San Francisco, CA 94105

Charles Hall Page & Associates
364 Bush Street
San Francisco, CA 94104

Bruce Raful
Rothschild Cappiello
332 Pine, Suite 511
San Francisco, CA 94104

Research & Decisions Corporation
375 Sutter Street, Suite 300
San Francisco, CA 94108
Attn: Deborah McNamee

David P. Rhoades
120 Montgomery Street, Suite 1600
San Francisco, CA 94104

San Franciscans for Reasonable Growth
241 Bartlett Street
San Francisco, CA 94110
Attn: David Jones

San Francisco Beautiful
41 Sutter Street
San Francisco, CA 94104
Attn: Mrs. H. Klussmann, President

San Francisco Building and
Construction Trades Council
400 Alabama Street, Room 100
San Francisco, CA 94110
Attn: Stanley Smith

San Francisco Chamber of Commerce
465 California Street
San Francisco, CA 94105
Attn: Richard Morten

San Francisco Convention &
Visitors Bureau
201 3rd Street, Suite 900
San Francisco, CA 94103
Attn: George D. Kirkland,
Executive Director

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13 Columbus Avenue
San Francisco, CA 94111

San Francisco Forward
690 Market Street
San Francisco, CA 94104
Attn: Frank Noto

San Francisco Junior Chamber of Commerce
251 Kearny Street
San Francisco, CA 94104

San Francisco Labor Council
1855 Folsom Street
San Francisco, CA 94103
Attn: Bernard Speckman

San Francisco Organizing Project
1208 Market Street
San Francisco, CA 94102

San Francisco Planning &
Urban Research Association
312 Sutter Street
San Francisco, CA 94108

San Francisco Tomorrow
942 Market, Room 505
San Francisco, CA 94102
Attn: Tony Kilroy

John Sanger & Associates
2340 Market Street
San Francisco, CA 94114

Senior Escort Program
South of Market Branch
814 Mission Street
San Francisco, CA 94100
Attn: Neighborhood Coordinator

Shartsis, Friese & Ginsburg
255 California Street
San Francisco, CA 94111
Robert Friese
Chip Rice

Sierra Club
530 Bush Street
San Francisco, CA 94105
Attn: Becky Evans

Robert Snook
Wells Fargo Bank
475 Sansome Street, 19th Floor
San Francisco, CA 94111

South of Market Alliance
74 Langton Street
San Francisco, CA 94103

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725 Filbert Street
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Wayne E. Stiefvater, President
Appraisal Consultants
701 Sutter Street
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John Streeter
Orrick, Herrington & Sutcliffe
600 Montgomery Street
San Francisco, CA 94111

Tenants and Owners Development Corp.
230 - Fourth Street
San Francisco, CA 94103
Attn: John Elberling

Rod Teter
Cahill Construction Company
425 California Street, Suite 2300
San Francisco, CA 94103

Jerry Tone, Loan Officer
Real Estate Industries Group
Wells Fargo Bank, N.A.
475 Sansome Street, 19th floor
San Francisco, CA 94111

Timothy Tosta
Tosta & Browning
333 Market Street, Suite 2230
San Francisco, CA 94105

William Turnbull
MLTW / Turnbull Associates
Pier 1 1/2, The Embarcadero
San Francisco, CA 94111

Jeff Vance
Campeau Corp. of California
681 Market Street
San Francisco, CA 94105

Kathy Van Velsor
19 Chula Lane
San Francisco, CA 94114

Bert Verrips
935 Pine Street, #5
San Francisco, CA 94108

David Vogel
1335 Clay Street
San Francisco, CA 94109

Steven Weicker
899 Pine Street, #1610
San Francisco, CA 94108

Calvin Welch
Council of Community Housing
Organizations
409 Clayton Streets
San Francisco, CA 94117

Howard Wexler
235 Montgomery, 27th floor
San Francisco, CA 94104

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

Ms. Jane Winslow
Telegraph Hill Dwellers
P.O. Box 330159
San Francisco, CA 94133

Leslie Yee
1531 Powell Street
San Francisco, CA 94133

Marie Zeller
Whisler-Patri
590 Folsom Street
San Francisco, CA

MEDIA

San Francisco Bay Guardian
2700 - Nineteenth Street
San Francisco, CA 94110
Attn: Patrick Douglas, City Editor

San Francisco Business Journal
635 Sacramento Street
San Francisco, CA 94111
Attn: Kirstin E. Downey

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: Evelyn Hsu

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120
Attn: Gerald Adams

San Francisco Progress
851 Howard Street
San Francisco, CA 94103
Attn: E. Cahill Maloney

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1366 Turk Street
San Francisco, CA 94115

Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102
Attn: Rob Waters

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KPOO - FM
P.O. Box 6149
San Francisco, CA 94120

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San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Hastings College of the Law - Library
198 McAllister Street
San Francisco, CA 94102

Institute of Governmental Studies
1209 Moses Hall
University of California
Berkeley, CA 94720

ADJACENT PROPERTY OWNERS

Melissa B. Agnost
1170 Sacramento Street
San Francisco, CA 94108

John Baldwin & H. M. Walters
1170 Sacramento Street
San Francisco, CA 94108

Benjamin F. Biaggini
1170 Sacramento Street, #12D
San Francisco, CA 94108

Fred Braun, Jr.
1170 Sacramento Street, #2B
San Francisco, CA 94108

Arnold H. Browning
1750 Taylor Street, #302
San Francisco, CA 94133

Buchanan Company
c/o Jose A. Tuason
2 Barry Lane
Atherton, CA 94025

C & E Corporation
c/o Claude L. Devencenzi
1170 Sacramento Street
San Francisco, CA 94108

Elyse S. Chamose
1170 Sacramento Street, #11C
San Francisco, CA 94108

Hon. George & Tula Christopher
1170 Sacramento Street, #5D
San Francisco, CA 94108

Dororthy H. Cohn
1170 Sacramento Street, #17A
San Francisco, CA 94108

Sidney Colberg
1170 Sacramento Street, #16A
San Francisco, CA 94108

Lenn Curley
1170 Sacramento Street
San Francisco, CA 94108

Charles and Clara Dahl
1170 Sacramento Street, #9D
San Francisco, CA 94108

Thomas L. Dempsey
100 Sequoia Drive
San Anselmo, CA 94960

George Ditz, Jr.
1170 Sacramento Street, #10A
San Francisco, CA 94108

Cecelia Dodge
1170 Sacramento Street, #6B
San Francisco, CA 94108

Norman C. Eckersley
1170 Sacramento Street, #10D
San Francisco, CA 94108

Frederick J. & Doris Falender
c/o Falender Corporation
1660 Olympic Blvd., #211
Walnut Creek, CA 94596

Charles and Isabelle Farrow
1170 Sacramento Street, #3C
San Francisco, CA 94108

Inez G. Fasken
1170 Sacramento Street
San Francisco, CA 94108

John Finn, Jr.
152 Sproule Lane
San Francisco, CA 94108

Irene Flood
1170 Sacramento Street, #16B
San Francisco, CA 94108

Donald T. and Betty Y. Fong
1159 Clay Street
San Francisco, CA 94108

Sam F. Friedman
1170 Sacramento Street, #4A
San Francisco, CA 94108

Benjamin Friend
1170 Sacramento Street, #7A
San Francisco, CA 94108

Fritz Properties, Inc.
1075 California Street
San Francisco, CA 94108

Edgar J. and Lillian Garbarini
P.O. Box 3221
San Francisco, CA 94119

Burton J. & Janet C. Goldstein
1170 Sacramento, #2D
San Francisco, CA 94108

Edward Goodman
1170 Sacramento Street
San Francisco, CA 94108

Forrest Grider
1170 Sacramento Street, #6A
San Francisco, CA 94108

Elizabeth E. Griffinger
1170 Sacramento Street, #15B
San Francisco, CA 94108

Alice B. Haas
1170 Sacramento Street, #7D
San Francisco, CA 94108

Richard & Marian Hanan
220 Montgomery Street
San Francisco, CA 94104

Katherine Hanrahan
1170 Sacramento Street, #5B
San Francisco, CA 94108

Robert D. Harris
1170 Sacramento Street
San Francisco, CA 94108

Mary G. Harrison
1170 Sacramento Street, #18D
San Francisco, CA 94108

Mabel T. Herrmann
1170 Sacramento Street, #9C
San Francisco, CA 94108

Stanley & Marion Herzstein
1170 Sacramento Street
San Francisco, CA 94108

Robert S. Hockwald
1170 Sacramento Street, #13A
San Francisco, CA 94108

Paz A. Jensen
111 Miraloma Drive
San Francisco, CA 94127

Francisco & Lilia Jison
c/o James B. Jensen & Co.
235 Montgomery Street, #1626
San Francisco, CA 94104

Hans and Nora Kendermann
c/o L. Christine Selle
1250 Jones St., #302
San Francisco, CA 94108

Reginald and Mary Kennedy
Nicholas & Andrea Bracco
784 Oddstad Blvd.
Pacifica, CA 94044

Kue On Lee & Woon C. Lee
240 Joice Street
San Francisco, CA 94108

James H. Lee
c/o Donald M. Travis
465 California Street
San Francisco, CA 94104

Sanford J. Leland
1170 Sacramento Street, #14A
San Francisco, CA 94108

Henry R. Leong, Jr.
1129 Clay Street
San Francisco, CA 94108

Lilli Ann Properties, Inc.
2701 - 16th Street
San Francisco, CA 94103
Attn: Mr. Antholzner

Edmund W. Littlefield
1170 Sacramento Street, #15C
San Francisco, CA 94108

Pauline B. Lum
Craig K. Lum
1121 Clay Street
San Francisco, CA 94108

Frances Lyons
1170 Sacramento Street, #14C
San Francisco, CA 94108

Paul and Lillian Marnum
1170 Sacramento Street, #17B
San Francisco, CA 94108

Clarissa S. McMahon
1170 Sacramento Street, #12A
San Francisco, CA 94108

Hans Menzi
c/o Menzi & Co., Inc.
P.O. Box 603
Manila, Philippines

Harvie and Mardelle Merrill
1170 Sacramento Street, #7B
San Francisco, CA 94108

Vera T. Michelson
c/o Peter S. Dugal
1170 Sacramento Street
San Francisco, CA 94108

Herbert C. Moffitt
1170 Sacramento Street, #8A
San Francisco, CA 94108

Thomas Molloy
McLaren Lodge
Golden Gate Park
San Francisco, CA 94117

Peter & Dolores Montigani
1170 Sacramento Street
San Francisco, CA 94108

Mervin J. Morris
3000 Sand Hill Road, #215
Menlo Park, CA 94025

The Nob Hill Corporation
1170 Sacramento Street
San Francisco, CA 94108

Charles E. Noble
1170 Sacramento Street, #9B
San Francisco, CA 94108

Pacific Union Club
1000 California Street
San Francisco, CA 94108

Maude P. Paehlig
1170 Sacramento Street, #17D
San Francisco, CA 94108

N. V. Pafu
c/o Kirkwood Caplan et al.
332 Pine Street
San Francisco, CA 94104

Margaret F. Pohlman
1170 Sacramento Street, #12B
San Francisco, CA 94108

Joaquin Ramirez, Jr.
c/o Conchita N. Diaz
176 Lunado Court
San Francisco, CA 94127

Juliet Roesch
1170 Sacramento Street, #16D
San Francisco, CA 94108

Theodore Rosenberg
333 Fell Street
San Francisco, CA 94102

P. D. and Ann Sams
P.O. Box 1933
Midland, TX 79701

Adolph Schuman
1170 Sacramento Street
San Francisco, CA 94108

William P. Scott, Jr.
1170 Sacramento Street, #15A
San Francisco, CA 94108

Marjorie H. Selby
1170 Sacramento Street, #13C
San Francisco, CA 94108

Ruth S. Sevier
1170 Sacramento Street, #17C
San Francisco, CA 94108

Marguerite E. Tharp
1100 Sacramento Street
San Francisco, CA 94108

Irina Tolstoy
1170 Sacramento Street, #9A
San Francisco, CA 94108

Millie Tomlinson
c/o Trust Dept. #8-15018-00
U.S. National Bank of Oregon
Portland, OR 97208

Alice M. Trapnell
c/o Dodge & Cox
1 Post Street, #3500
San Francisco, CA 94104

Beatrice Vetterli
1000 - 45th Street
Oakland, CA 94608

Beulah F. Vollmer
2740 Ptarmigan Drive, #4
Walnut Creek, CA 94595

Bruce and Betty Walkup
c/o Walkup Downing & Sterns
650 California Street, 30th Floor
San Francisco, CA 94108

Malcolm J. Wood
1170 Sacramento Street, #15D
San Francisco, CA 94108

Wallace Wortman
Director of Property
450 McAllister Street, 6th Floor
San Francisco, CA 94102

Alma Cella Yoder
1170 Sacramento Street, #14D
San Francisco, CA 94108

Nicholas & Castro Zoller
1040 Mason Street
San Francisco, CA 94108

X. APPENDICES

File No. 83.149EC
Address: 1150 Sacramento Street

SAN FRANCISCO

CITY PLANNING COMMISSION

MOTION NO. 9946

ADOPTING FINDINGS SUSTAINING THE APPEAL OF THE NEGATIVE DECLARATION, FILE NO. 83.149EC, FOR THE PROPOSED CONSTRUCTION OF A 17-STORY, 69-UNIT RESIDENTIAL BUILDING AND A 4-STORY, 2-UNIT TOWNHOUSE AT 1150 SACRAMENTO STREET AND SPROULE LANE.

1. On April 11, 1983, pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Department of City Planning ("Department") received an Environmental Evaluation Application for the Project, in order that it might conduct an initial evaluation to determine whether the Project might have a significant impact on the environment.

2. On August 31, 1983, the Department determined, based on an Initial Study, that the Project could not have a significant effect on the environment.

3. On September 2, 1983, a notice of determination that a Preliminary Negative Declaration would be issued for the Project was duly published in a newspaper of general circulation in the City, was posted in the Department offices, and was mailed to the Project sponsor, all in accordance with law.

4. Appeals of the decision to issue a Negative Declaration were timely filed.

5. On October 20, 1983, the Commission held a duly noticed and advertised public hearing on said appeals and at its conclusion, closed the public hearing and continued the matter to October 27, 1983 for decision. On October 27, 1983 the Commission affirmed the Department's decision to issue a Negative Declaration. On January 19, 1984, the Commission vacated its prior decision and reconsidered the appeal.

6. Two conflicting expert opinions on the traffic effects of the Project were presented to the Commission. Since there is disagreement between experts over the significance of the traffic effects of the Project on the environment, the Department is required to prepare an Environmental Impact Report (EIR), covering all appropriate issues.

DECISION

That based upon the oral and written testimony presented to the City Planning Commission at the public hearing on January 19, 1984, the appeal of the decision to issue the Negative Declaration herein is hereby sustained.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission on February 9, 1984

Lee Woods, Jr.,
Secretary

AYES: Commissioners Bierman, Karasick, Klein, Nakashima, Rosenblatt, Salazar, Wright

NOES: None

ABSENT: None

ADOPTED: February 9, 1984

7342A

DEPARTMENT OF CITY PLANNING 450 McAllister St. - 5th Floor
(415)558-5260

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

Date of this Notice: April 13, 1984

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister St. - 5th Floor, San Francisco CA 94102

Agency Contact Person: Barry Fuddefoot Tel: (415) 558-5260

Project Title: 83.149E
17-story Condominium Building

Project Sponsor: Summa Resources, Inc.

Project Contact Person: Jeffrey Heller

Project Address: 1150 Sacramento Street at Sproule Lane

Assessor's Block(s) and Lot(s): AS 222, Lots 10, 11, 33, 34, 44 and 45

City and County: San Francisco

Project Description: Proposed construction of 69-unit, 17-story condominium apartment building and four-story, two-unit townhouse with 107 parking spaces provided; requiring demolition of existing townhouse on Lot 10 and also occupying five vacant lots; requiring conditional use authorization.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning:

See Attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: [illegible].

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a $35.00 filing fee.

Alec S. Bash, Environmental Review Officer

1150 Sacramento Street Residential Building
Initial Study
83.149E

I. PROJECT DESCRIPTION

The approximately 17,500-sq.-ft. project site is on Nob Hill in San Francisco and consists of Lots 10, 11, 33, 34, 44 and 45 in Assessor's Block 222. All of the lots are vacant except Lot 10, which contains one three-story single-family townhouse. The site fronts on Sacramento Street and Sproule Lane between Taylor and Mason Streets. (See Figure 1, p. 3.) The project sponsor is Summa Resources, Inc.

The proposed condominium project would consist of two buildings, a 17-story tower and a four-story townhouse. (See Figure 2, p. 4.) The tower would contain about 160,000 sq. ft. and would be 160 ft. high, complying with the 160-A Height and Bulk district in which the project is located. The tower would provide one penthouse unit, 58 two-bedroom units, and ten one-bedroom apartment units. The four-story townhouse would provide two three-bedroom units. Five of the lots are in an RM-4 zoning district and the northernmost lot on Sproule Lane (Lot 44) is in an RM-3 district. The total number of units permitted on the site is 73; the project would contain 71 units, all of which would be on the RM-4 portion of the site. The RM-3 portion of the property would contain a 15-foot rear yard on natural grade, and a landscaped deck over the enclosed parking levels which would extend 35 feet north of the tower.

The ground floor of the tower would contain a reception and lobby area and four apartments, one of which would be for the building manager. At the fifth level, the tower would be set back 25 ft. from the property line on Sacramento Street. The fifth-level setback area would contain an open space terrace and swimming pool for use by the building residents.

The project would contain three levels of parking with 107 parking spaces below the elevation of Sacramento Street. The project would provide 78 independently accessible parking spaces. In addition, the project would provide 29 tandem parking spaces. The first two levels (containing 72 spaces) would be accessible from Sproule Lane; the third level (containing 35 spaces) would be accessible from Ewer Place (see Figure 1, p. 3). An internal loading dock and garbage handling facilities would also be accessible from Ewer Place. Garbage trucks would back down Ewer Place and into the building to load the trash; pickup would occur approximately three times a week between 7:30 A.M. and 8:00 A.M. Emergency vehicles could use either the entrance on Sacramento Street, Sproule Lane or Ewer Place to gain access to the project.

.The project architect is Kaplan/McLaughlin/Diaz.

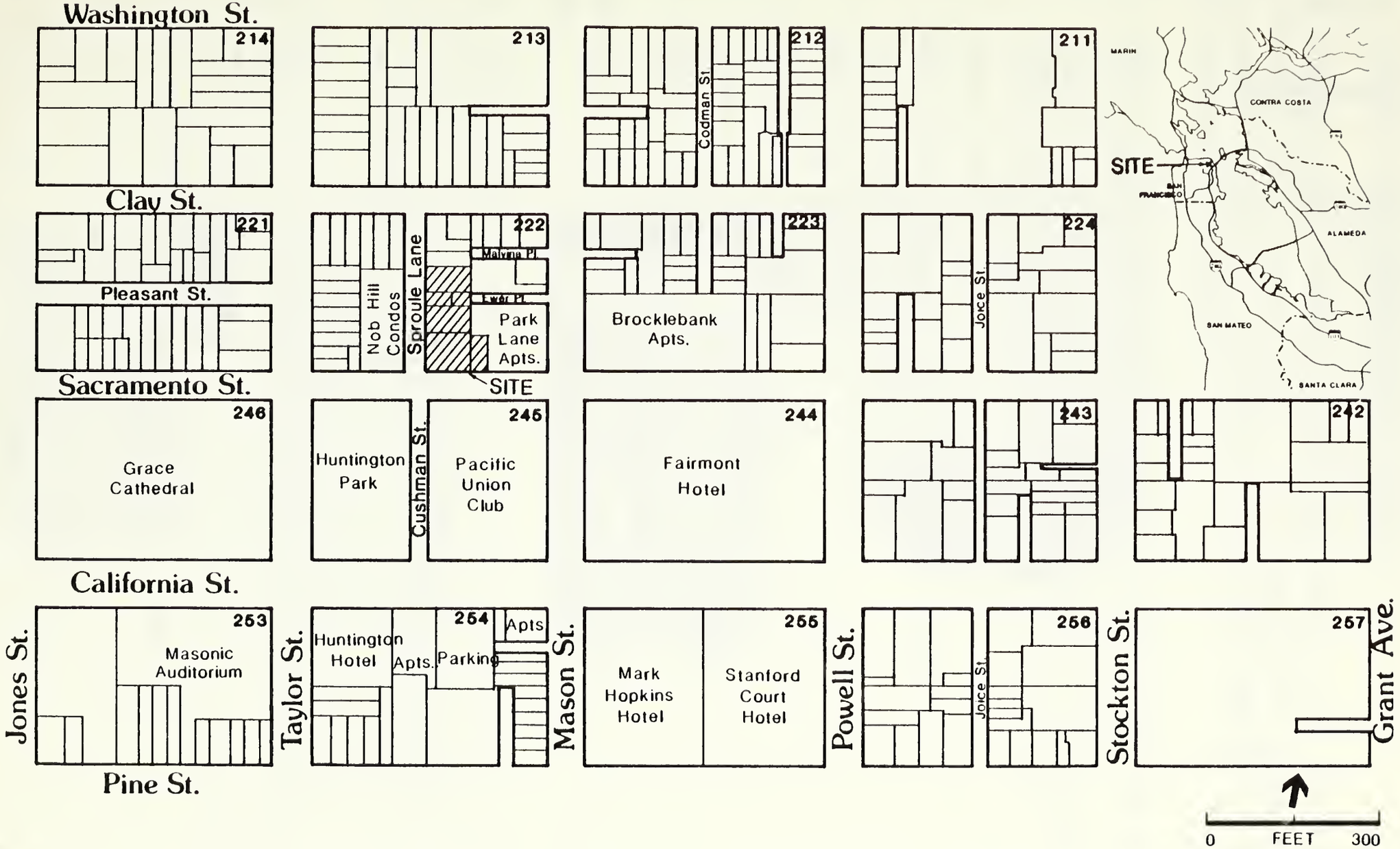

FIGURE 1

PROJECT LOCATION

SOURCE - ENVIRONMENTAL SCIENCE ASSOCIATES, INC.

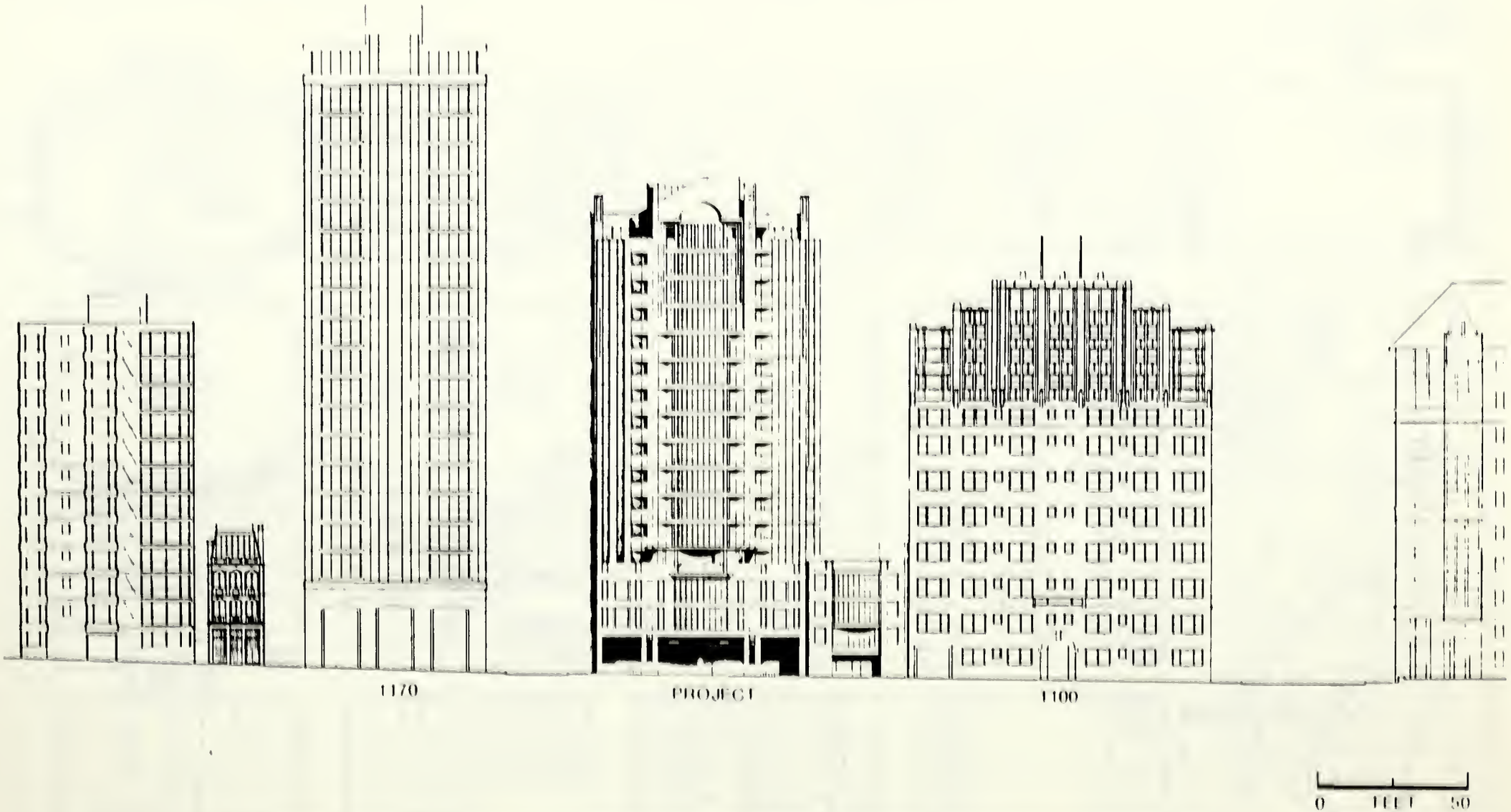

FIGURE 2

SACRAMENTO STREET ELEVATION

SOURCE KAPLAN/McLAUGHLIN/DIAZ

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

The proposed project is examined in this Initial Study in order to determine potential effects on the environment. The following potential effects have been identified and will be analyzed in an Environmental Impact Report (EIR) to be prepared for the project.

- Distant and near views of the project and its visual aspects; effects of the project on views from public areas and nearby residences;
- Relationship of the project to the Comprehensive Plan's Urban Design Element and to the appearance and scale of surrounding buildings, including historic buildings;
- Shadow effects;
- Vehicular and pedestrian traffic; parking, and transit;
- Traffic-generated noise;
- Traffic-generated air quality;
- Energy consumption and conservation;
- Project contributions to cumulative traffic increases;
- Hazards (fire access).

The EIR will also include a summary of the environmental review process to date.

The following potential environmental impacts were determined either to be insignificant or to have been mitigated through measures included in the project design. These items require no further environmental analysis and will not be addressed in the EIR:

Land Use: As a residential use in a residential district, the project would not disrupt or divide the physical arrangement of an established community, nor have any substantial impact upon the existing character of the vicinity. It would comply with the height, bulk and use provisions of the City Planning Code, and is generally consistent with the City's Master Plan.

Population: The project would increase the population on the site by about 160 persons. This would be about four percent of the total population in Census Tract 112, in which the site is located.

Noise: After completion, building operation would not perceptibly increase noise levels in the project vicinity. Construction noise would be temporary; no pile driving is proposed.

Air Quality: Construction of the proposed project would have short-term effects on air quality in the project vicinity. A mitigation measure to reduce particulate emissions generated during construction activities to insignificant levels is included in the project (see p. 17). The proposed project would not affect winds or pedestrian comfort in Huntington Park, nor would it cause a measurable increase in winds at pedestrian levels.

Utilities / Public Services: The proposed project would increase demand for utilities and public services, but would not require additional service facilities. This is confirmed by letters from the utilities which are on file with the Department of City Planning, Office of Environmental Review.

Biology: The project would have a negligible effect on plant or animal life or habitats.

Geology / Topography: A geotechnical report would be prepared by a California-licensed engineer. The project sponsor and contractor would follow recommendations made in that report regarding project construction.

Water: The project would increase surface runoff, which could be accommodated by the City's storm drain system. Water mains serving the site would be adequate to meet water demand generated by the project.

Cultural Resources: A mitigation measure to protect any archaeological resources, should any be discovered on the site, is included in the project (see pp. 18-19).

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS. Could the project:	YES	NO	DISCUSSED
1. Require a variance, special authorization, or change to the City Planning Code or Zoning Map?	X		X

	YES	NO	DISCUSSED
2. Conflict with the Comprehensive Plan of the City and County of San Francisco?		X	X
3. Conflict with any other adopted environmental plans and goals of the City or Region?		X	

The project would comply with the height, bulk, and use provisions of the City Planning Code. However, Conditional Use authorization by the City Planning Commission is required for any project more than 40 feet in height in a residential district. The 17-story tower, fronting on Sacramento Street, would comply with the 160-foot height limit required in the 160-A Height and Bulk District in which it is situated. The peaked, metal-clad roof in the center of the structure, of which a portion would cover mechanical equipment, would be 16 feet at its highest point above the rooftop deck for a total height of 176 feet.

Objective 1, Policy 4 of the Residence Element states: "Encourage infill housing on appropriate sites in established neighborhoods." With the exception of the existing townhouse which will be demolished, the project site is a vacant site, in an established neighborhood, "not designated for open space," and as such is one on which "new housing construction should be encouraged." Most of the site is identified as a housing opportunity site in the Department of City Planning report on Housing Opportunity Sites, December 1979.

B. ENVIRONMENTAL EFFECTS. Could the project:	YES	NO	DISCUSSED
1. Land Use			
a. Disrupt or divide the physical arrangement of an established community?	___	X	___
b. Have any substantial impact upon the existing character of the vicinity?	___	X	X

The project would be located in a primarily residential area of the City near the top of Nob Hill. The area also contains hotels, restaurants, bars, boutiques, convention facilities, the Masonic Auditorium, Grace Cathedral and Huntington Park. The project site is to the immediate north of the Nob Hill Special Use District where hotels and inns are permitted Conditional Uses. The site is opposite the Pacific Union Club, which is listed on the National Register of Historic Places. The two architectural inventories made in recent years (by the Department of City Planning and by the Foundation for San Francisco's Architectural Heritage) identified 16 buildings worthy of note in the vicinity. These include the Fairmont Hotel, 1001 California Street, the Mark Hopkins Hotel, Grace Cathedral, the Cathedral House and Diocesan House on Taylor Street, 1021, 1045, 1055, and 1075 California Street, the Masonic Auditorium, the Brocklebank Apartments at 1000 Mason Street, and the Park Lane Apartments adjacent to the proposed project. In addition, several of the two- to four-story frame buildings on Taylor Street and Clay Street in the project block were rated in the Department of City Planning survey.

The site vicinity is characterized by buildings ranging in height from three to twenty or more stories. Immediately west of the site is the 71-unit, 21-story Nob Hill Community Apartments structure on the west side of Sproule Lane at 1170 Sacramento Street; immediately east of the site is the 33-unit, 11-story Park Lane Apartments at 1100 Sacramento Street (see Figure 1, p. 3 and Figure 2, p. 4). The site is near the crest of Nob Hill in an area characterized by a mix of medium- and high-rise buildings as well as low-rise buildings on Taylor and Clay Streets and the northern half of Sproule Lane.

As a residential use in a residential district, the project would not disrupt or divide the physical arrangement of an established community, nor have any substantial impact upon the existing character of the vicinity.

2. Visual Quality	YES	NO	DISCUSSED
a. Have a substantial, demonstrable negative aesthetic effect?	X		
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	X		X
c. Generate obtrusive light or glare substantially impacting other properties?		X	

The EIR will discuss distant and near views of the project and its visual aspects, its effects on views, and its relationship to the Urban Design Element of the Comprehensive Plan and to the appearance and scale of surrounding buildings.

3. Population	YES	NO	DISCUSSED
a. Induce substantial growth or concentration of population?		X	X
b. Displace a large number of people (involving either housing or employment)?		X	
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	

After full occupancy, the population of the site would increase to about 150 persons. The project would result in the demolition of the single-family townhouse on the site, which is occupied. The increase in population would be about four percent of the total 1980 population in the Census Tract, No. 112, which is bounded by California, Powell, Leavenworth and Washington Streets. The increased population would increase the demand for retail services in the Nob Hill area. The project would probably not encourage additional residential development as the surrounding area is already predominantly residential and potential nearby development sites are limited.

4. Transportation / Circulation	YES	NO	DISCUSSED
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	X		

	YES	NO	DISCUSSED
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	X		
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	X		
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	X		

Increased on-site population would increase demand on existing transportation systems. Project-related and cumulative impacts on traffic circulation, transit, pedestrians and parking will be analyzed and described in the EIR.

5. Noise

	YES	NO	DISCUSSED
a. Increase substantially the ambient noise levels for adjoining areas?	X		X
b. Violate Title 25 Noise Insulation Standards, if applicable?	X		X
c. Be substantially impacted by existing noise levels?	X		X

Demolition, excavation and building construction would increase noise in the site vicinity. Project construction would cause noise levels intermittently to exceed ambient noise levels (about 65 Ldn, the day-night average noise level/1/) in the site vicinity. Construction activities occurring over a 13-month period would increase noise levels between about 10 and 25 dBA (a measure of sound in units of decibels)/2/ in the site vicinity. Average noise levels at 50 feet from the source would range from 78 dBA to 89 dBA for different phases of construction. No pile-driving activity would occur. Impact tools and equipment needed for project construction would have intake and exhaust mufflers, and jackhammers would be equipped with shields or shrouds as required by Section 2907c of the San Francisco Noise Ordinance.

The San Francisco noise environment is dominated by vehicular traffic noise. Transportation noise will be analyzed and described in the EIR.

Mechanical equipment for building operation would be regulated by San Francisco Noise Ordinance 2909, which limits noise at the property line to 70 dBA /1/from 7:00 a.m. to 10:00 p.m. and 60 dBA from 10:00 p.m. to 7:00 a.m.

Title 25 of the California Administrative Code requires that an interior noise environment be maintained at a CNEL (community noise equivalent level) of 45 dBA./3/ The acceptable outdoor noise level for residential units is a CNEL of 60 dBA. The project sponsor would design the project to meet Title 25 noise insulation standards, and has agreed to follow the noise reduction recommendations of an acoustical engineer. As evidence of compliance, a copy of the report would be submitted with the building permit application. Loading and unloading, and garbage collection, would be done inside the apartment building, limiting the external noise from those sources.

NOTES - Noise

/1/ Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises: noise between 10:00 p.m. and 7:00 a.m. is weighted 10 dBA higher than the actual level.

/2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the responses of the human ear to various frequencies of sound.

/3/ Community noise equivalent level (CNEL) is an averaged sound level measurement based on human reaction to cumulative noise over a 24-hour period. Noise between 7:00 p.m. and 10:00 p.m. is weighted 5 dBA higher than the actual level, and 10 dBA higher between 10:00 p.m. and 7:00 a.m. The numerical values of CNEL and Ldn are essentially equal for most urban noise environments.

6. Air Quality / Climate	YES	NO	DISCUSSED
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	X		X
b. Expose sensitive receptors to substantial pollutant concentrations?		X	X
c. Permeate its vicinity with objectionable odors?		X	

	YES	NO	DISCUSSED
d. Alter wind, moisture or temperature (including sun shading effects), so as to substantially affect public areas, or change the climate either in the community or the region?	X	___	X

Air quality data collected by the Bay Area Air Quality Management District show that San Francisco experiences infrequent violations of the ambient air quality standards for ozone, carbon monoxide (CO) and total suspended particulates (TSP). Climatic conditions in San Francisco allow rapid dispersal of air pollutants, so that local stationary sources of emissions rarely create a measurable impact at monitoring stations. Rather, their impact is to add to regional accumulations of pollutants.

Two types of air quality impacts could be expected from the proposed project: short-term impacts from construction activity, and long-term impacts related to use and operation of the structure. Construction activities would temporarily affect local air quality. Dust emissions during demolition and excavation would increase particulate concentrations adjacent to the site. Dustfall could be expected at times on surfaces within 200 to 400 ft. of the site under low winds; under high winds, human discomfort could occur downwind from blowing dust. The project sponsor has agreed to mitigation measures to reduce particulate emissions generated during construction activities (see p. 17). Construction air quality effects will not be discussed in the EIR.

Building emissions would arise from natural gas combustion and would be at roof level. Annual emissions from building operation would represent less than five percent of total project-related emissions. Traffic generated by the proposed building would produce the primary (over 95%) air quality impact from the project and would incrementally degrade air quality. Transportation-related air quality will be discussed in the EIR.

The project would increase shadows on streets, sidewalks, rear yards and other open-space areas, and structures near the project. These potential impacts will be discussed in the EIR.

An initial evaluation of the probable wind impacts of the proposed project was done by Donald Ballanti, Certified Consulting Meteorologist, and is on file at the Department of City Planning, Office of Environmental Review./1/ The project site is exposed to winds which are predominantly from the northwest and west. The site is partially sheltered from winds from these directions because it is located about 80 ft. below the highest point of Nob Hill where there are several 15- to 20-story buildings; directly across Sproule Lane to the west of the site is a 21-story building. Because of this sheltering, the project would not affect winds or pedestrian comfort in Huntington Park, located southwest of the project site. Winds in the rooftop gardens of the Park Lane Apartments located adjacent to the project site would be diminished by the sheltering effect of the proposed building. West winds along Sacramento and Clay Streets would increase due to the increased building mass, but because the total mass of buildings within the area would be changed minutely, wind changes would be subtle and difficult to measure. Southwest winds would not accelerate on Sacramento St. or Sproule Lane because of the fifth-level setback. No further analysis is necessary in the EIR.

NOTE - Air Quality / Climate

/1/ Donald Ballanti, Certified Consulting Meteorologist, letter, September 11, 1980, confirmed by a letter dated June 10, 1983. Copies of these letters are available for public review at the Department of City Planning, Office of Environmental Review.

7. Utilities / Public Services	YES	NO	DISCUSSED
a. Breach published national, state or local standards relating to solid waste or litter control?	___	X	___
b. Extend a sewer trunk line with capacity to serve new development?	___	X	X
c. Substantially increase demand for schools, recreation or other public facilities?	___	X	X
d. Require major expansion of power, water, or communications facilities?	___	X	X

The proposed project would increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in the project area. The providers of utilities and public services have been

contacted and have indicated that they have adequate capacity to serve the project and would not require additional personnel or equipment. Statements to this effect from these service providers are available for public review at the Office of Environmental Review. Excavation for utility connections would affect the curb lane of Sacramento Street for up to three weeks during construction. Trenches would be covered with steel plates during peak traffic hours. No further analysis is necessary in the EIR.

8. Biology	YES	NO	DISCUSSED
a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	___	X	X
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	X	X
c. Require removal of substantial numbers of mature, scenic trees?	___	X	X

The project would result in the removal of existing plant and animal life from the vacant portion of the site, possibly including a mature palm tree. No rare or endangered plant or animal species are known to exist on the site, which does provide habitat for insects, birds and possibly small rodents. However, removal would not have a significant effect on the environment. There will be no further discussion in the EIR.

9. Geology / Topography			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	___	X	X

The site slopes downhill from Sacramento Street toward the northeast, with a maximum difference in vertical elevation of about 16 ft. (Elevation 251 to Elevation 236). Soil conditions consist of 10 to 28 ft. of loose to medium dense sand overlying three to 20 ft. of stiff to very stiff sandy clay,

followed by sandstone and shale bedrock. Groundshaking is expected to be "strong" on the site for a major earthquake of the 1906 type, according to the Community Safety Element of the Master Plan. The site is not in an area subject to landslide, liquefaction or tsunami inundation.

Excavation would be required for the proposed subsurface levels of parking. In accordance with Bureau of Building Inspection requirements, the project sponsor would obtain a site-specific soils report from a licensed soils engineer or geologist. The report would include information on groundwater levels and flows. If excavation extends below groundwater level, dewatering may be necessary. The project sponsor would construct the project in accordance with the recommendations of the soils report pertaining to excavation, dewatering and foundations. As the project would include measures to mitigate potential impacts associated with excavation and dewatering (see p. 18), these issues will not be discussed in the EIR.

10. Water	YES	NO	DISCUSSED
a. Substantially degrade water quality, or contaminate a public water supply?	___	X	_____
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	X	_____
c. Cause substantial flooding, erosion or siltation?	___	X	_____

The proposed project would increase runoff from the site. The runoff would be deflected to the City's combined sanitary and storm sewage system. The project would increase water use on the site to about 14,000 gallons per day./1/ These issues will not be discussed in the EIR.

NOTE - Water

/1/ Based on a factor of 200 gallons per day per unit from Metcalf and Eddy, 1972, Wastewater Engineering: Collection, Treatment, and Disposal.

11. Energy / Natural Resources

	YES	NO	DISCUSSED
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	X		X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	X		X

The building would be designed and constructed to conform with the energy requirements of Title 24 of the California Administrative Code so that energy use per square foot of floor area would be less than that of most existing buildings. The project would increase on-site energy use and contribute to cumulative energy consumption that would result in depletion of non-renewable resources. Energy consumption and conservation will be discussed in the EIR.

12. Hazards

a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		X	
b. Interfere with emergency response plans or emergency evacuation plans?	X		X
c. Create a potentially substantial fire hazard?	X		X

The project would result in a greater number of people on the site, which would increase the difficulty of evacuating people from the site in an emergency. The hazard mitigation measure committed to by the project sponsor would serve to mitigate this impact (see p. 18). Emergency evacuation and fire-fighting access will be discussed in the EIR.

13. Cultural

	YES	NO	DISCUSSED
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?		X	X

b. Conflict with established recreational, educational, religious or scientific uses of the area?	___	X	___
c. Conflict with preservation of any buildings of City landmark quality?	___	X	X

Partially exposed on the surface of the site is the foundation of a residential building that previously occupied the site. No known archaeological resources exist on or near the site. If any artifacts were to be discovered during site excavation, the project sponsor is committed to the mitigation measure on pp. 18-19 regarding archaeological resources.

The existing townhouse on the site at 1130 Sacramento Street, which was built in 1916, was rated 3 (on a scale of 0 to 5, lowest to highest) in the 1976 architectural inventory by the Department of City Planning. This building is proposed for demolition as part of the project. While the demolition of this building may be of concern to the Planning Commission and could affect its decision on the project, it would not represent a significant effect on the environment. This topic will not be discussed in the EIR.

C. OTHER

	YES	NO	DISCUSSED
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	___	X	___

D. MITIGATION MEASURES

1. If any significant effects have been identified, are there ways to mitigate them?	X	___	X
2. Are all mitigation measures identified above included in the project?	X	___	X

Mitigation measures currently proposed as part of the project are listed below. Other mitigation measures may be identified during subsequent environmental review and will be included in the EIR.

Air Quality / Climate

- During construction, the project sponsor would require the general contractor to wet down demolition and construction areas at least twice a day to reduce dust generation by approximately 50%.

- The building would be designed to add no shadow to the Chinese Recreation Center (at Mason and Washington Sts.) at any time.

Geology / Topography

- Should dewatering be necessary, the final soils report shall address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report shall contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works will require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Cost for the survey and any necessary repairs to service under the street would be borne by the contractor.

Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project plan. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as possible before issuance by the Department of Public Works of final building occupancy permits.

Cultural

- Should evidence of historic or prehistoric artifacts be uncovered at the site during construction, the sponsor would agree: 1) to require the project contractor to notify the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board; 2) to require that the contractor suspend construction in the area of the discovery for a maximum of four weeks to permit review of the find and, if appropriate,

retrieval of artifacts; and 3) for an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts.

E. MANDATORY FINDINGS OF SIGNIFICANCE	YES	NO	DISCUSSED
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	___	X	___
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X	___
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X	___	X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___
5. Is there a serious public controversy concerning the possible environmental effect of the project?	X	___	___

The project could contribute to cumulative effects on traffic in the Nob Hill area. These potential cumulative effects will be analyzed in the EIR.

F. ON THE BASIS OF THIS INITIAL STUDY:

____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ____ in the discussion, have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

__X__ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Alec S. Bash
Environmental Review Officer

for

Dean L. Macris
Director of Planning

Date: March 26, 1982

APPENDIX B: PREVIOUS BUILDING PLANS FOR THE SITE

Over a five-year period extending from 1967 to 1971 inclusive, four different building plans for the site or portions thereof were submitted by previous owners to the City Planning Commission for consideration. The first, identified as Conditional Use Application No. CU 67.32, included lots 10, 11, 33 and 34, which were then occupied by the existing 1130 Sacramento St. townhouse, a single-family dwelling at 1150 Sacramento St. and a duplex at 134 Sproule Lane. The plan provided for a 276-room hotel in a 26-story tower with a height of 277 ft. above Sacramento St. The building tower dimensions were proposed to be 80 ft. by 80 ft.; each floor would have had 12 rooms. A 2,000-sq.-ft. dining area was proposed, and parking at the rate of one space per 3.5 rooms was proposed. After two hearings, the application was approved unanimously by the City Planning Commission on January 4, 1968, by Resolution No. 6171.

The second application, identified as Conditional Use Application No. CU 68.21, represented a modification of the previously approved plan with the addition of 675 sq. ft. of lot area (Lot 45) to the site. The number of hotel rooms was reduced to 266, but four apartments were added. Building height was reduced to 254 ft. above Sacramento St. Thirty-seven parking spaces for attendant parking only were proposed. This application was approved by the City Planning Commission by 4-1, with two absences, on August 8, 1968, by Resolution No. 6250.

The third application was submitted in 1970, Conditional Use Application No. CU 70.48, for a 28-story hotel with 346 guest rooms, two penthouse apartments, a dining room and three levels of parking. The project site was increased in size by 8,256 sq. ft. (Lot 44). Six floors were added to the tower, resulting in a height of 324 ft. Ninety parking spaces were proposed, with Malvina Place and Ewer Place used for access. The garage roof was proposed as a landscaped area. This proposal, which complied with urban design and zoning policies then in effect, was approved by the City Planning Commission by 7-0, on July 2, 1970, by Resolution 6558.

The fourth application for the site, Conditional Use Application No. CU 71.43—was for a 25-story home for the elderly, containing 244 retirement residence units, a penthouse suite, meeting rooms, a dining room, an auditorium, a 30-bed infirmary, and a 99-unit garage with each space independently accessible. The tower extended to a depth of 110 ft. on Sproule Lane, had a width of 68 ft. on Sacramento St. and would have been 328 ft. high above Sacramento St. The proposal was disapproved by the City Planning Commission on April 6, 1972 by 5-0 by Resolution 6827.

On March 22, 1979, the project area was down-zoned in response to concerns of neighborhood residents; the height limit was reduced from 320 ft. to 160 ft.

A project similar to the current project, but including a six-story building on Lots 2 and 4 (on Mason St. between Ewer Place and Malvina Place) was proposed by the current sponsor in 1980. The project included a total of 94 one-, two-, and three-bedroom units including one penthouse and two townhouses. The project would have provided 120 off-street parking spaces. Access to parking would have been from Sproule Lane, Ewer Place and Malvina Place. The project would have complied with zoning limitations. The project sponsor withdrew this project in 1980, prior to planned preparation of a Draft EIR.

APPENDIX C: INVENTORY OF ARCHITECTURALLY SIGNIFICANT BUILDINGS

In 1974, 1975 and 1976, the San Francisco Department of City Planning conducted a parcel by parcel, citywide inventory of architecturally significant buildings. An advisory review committee of architects and architectural historians, including John Beach, Architectural Historian; Michael Corbett, Architectural Historian; John Frisbee, Regional Director, National Trust for Historic Preservation; Mrs. G. Bland Platt, President, San Francisco Landmarks Preservation Advisory Board; James Ream, Architect; Judy Waldhorn, Architectural Historian; Francis Whisler, Architect; Sally Woodbridge, Architectural Historian; William Coburn, Architect; Robert Hersey, Architect; and Al Lanier, Architect; assisted in the final determination of evaluative ratings for the 10,000 buildings which have been entered in an unpublished 60-volume record of the inventory. The buildings have been recorded on color-coded maps which identify locations and relative significance; these are available for public inspection at the Department of City Planning.

The inventory was not an inventory of historic structures. Rather, it was an inventory of buildings that were considered to be architecturally significant from the standpoint of overall design, or particular design features. Contemporary buildings were included as well as some more than 50 years old. Each building was numerically rated as to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". The buildings were also separately classified by style. Finally, each structure received a summary rating based on the first 2 codes as well as on its environmental and urban design setting, which also ranged from "0" to "5". Thus each building included in the inventory was coded by its architectural significance, its style, and its overall environmental significance. Buildings receiving a summary rating of "3" or higher are considered to be structures of merit.

Buildings included in the survey are considered to be in the best 10% of San Francisco's architecture. In the estimation of survey participants, buildings rated "3" or better represent the top 2% of the City's architecture.

APPENDIX D: TRANSPORTATION

GOODRICH METHOD

Following is a letter from D.K. Goodrich, an independent traffic engineer (representing appellants against the approval of a Negative Declaration for the proposed project) that documents the process through which he analyzed trip generation from the Nob Hill Condominiums and used it to evaluate project traffic. Several points about Mr. Goodrich's material should be noted.

- The Transportation Impacts section of this document has estimated p.m. peak-hour traffic impacts from the project at two rates, 0.06 vte per dwelling unit (du) (standard-modal split, worst-case transit) and 0.63 vte per du (worst-case traffic). The p.m. peak-hour rate which Mr. Goodrich estimated was 0.31 vte per du, which is within the range of values analyzed in this EIR.

- As regards Mr. Goodrich's statement about the density of trip generation from the site, it is the nature of high-rise residential developments to have higher population densities and traffic generation than single-family residential developments. The Nob Hill Condominiums, used as the basis for Mr. Goodrich's analysis, have about the same number of dwelling units as the proposed project, on roughly the same site square footage. The trip generation rate expressed on a per-acre basis is misleading, primarily because land costs in this portion of the City are sufficiently high to allow subsurface parking levels to be cost efficient. Multiple family developments (including high-rise) in less-urban areas use surface land area for parking and thus reduce the ratio of trips per acre. An example, McKinley Towers, a high-rise development in Albany, CA, has a trip generation rate equivalent to the Nob Hill Condominiums on a per unit basis (0.31 vte per unit peak hour)./1/ However, as a result of the additional area devoted to (outside) surface level parking, the Albany development has a ratio of 44 units per acre as opposed to the ratio of 233 units per acre at the Nob Hill Condominiums, and thus has a peak-hour rate of 13.5 vte per acre. As it can be shown that the Nob Hill Condominiums generate traffic at per-unit rates consistent with studies conducted in less-urban areas, it would appear that the anomalous per-acre rate is more a function of development style constrained by land value than a function of travel demand. As to Mr. Goodrich's statement that no other surveyed residential complex approaches the generation rate of the proposed project (or the Nob Hill Condominiums), it is known that not one of the surveys that make up the CalTrans' research literature was conducted for an urban high-rise complex./1/ Thus, as all of the CalTrans' surveys have been conducted for suburban complexes with low unit-per-acre densities, comparison of the project (and the Nob Hill Condominiums) with the CalTrans literature is irrelevant. Additionally, on a per unit basis, Caltrans' research shows an average of 0.49 peak-hour vte per unit for the 20 complexes surveyed./1/ When compared on an equal basis, the project (and the Nob Hill Condominiums) generate at lower than average rates.

- Finally, Mr. Goodrich makes the statement that the project "will generate the same traffic as ten (emphasis added) blocks of middle-income homes on 30-foot urban lots". By "block" he appears to mean the length of one side of the street in a city block in a grid with 20 blocks to the mile. Each such "block" would be about 200 ft. long, and on each side of the street would have about seven homes on 30-ft. lots. Thus, ten such "blocks" would contain about 70 homes, the same number of units as in the proposed project. Mr. Goodrich's comment should not be read to refer to a square-block, and especially not to San Francisco blocks, which are about 400 ft. long in the east/west direction and about 280 ft. long in the north/south direction. With typical alley arrangements, a Nob Hill (square) block alone could contain about 55 homes on 30-ft. lots.

GOODRICH TRAFFIC GROUP
CONSULTING ENGINEERS

NORTHERN CALIFORNIA OFFICE
300 TAMALPAIS STREET
SAN FRANCISCO CA 94116
(415) 665 2646

SOUTHERN CALIFORNIA OFFICE
3536 BERRY DRIVE
STUDIO CITY CA 91604
(213) 763 0334

February 6, 1984

Mr. Toby Rosenblatt
President, Planning Department
City and County of San Francisco
450 McAllister Street
San Francisco, CA 94102

Re: 1150 Sacramento Street Project
(File 83.149E)

Dear Mr. Rosenblatt:

This letter will explain the basis for my conclusion that the automobile traffic generated by the above-referenced project will have a significant environmental impact. Since the Planning Commission has now rescinded its Negative Declaration, I hope that my research and conclusions will be helpful to you in considering the possible environmental impacts of this project.

As I explained to the Planning Commission at its January 19 hearing, I have been retained by the Nob Hill Trust Group and its attorney, Robert Charles Friese, to review and evaluate the conclusions of the preliminary and final Negative Declarations regarding the anticipated traffic impact of the above-referenced project. For your convenience, I have attached a resume of my qualifications to this letter.

As you are aware, the preliminary Negative Declaration ("PND") states that:

> The proposed residential project would generate up to 640 weekday person-trip-ends (pte), of which about 70 would occur during the p.m. peak-hour (4:45-5:45 p.m.) of operations on streets adjacent to the site. During the p.m. peak-hour, the project travel would be about 20 walk trip-ends, about 40 pte on transit, and about 10 pte in autos (5 vehicle trip-ends).

GOODRICH TRAFFIC GROUP
CONSULTING ENGINEERS

NORTHERN CALIFORNIA OFFICE
300 TARAVAL STREET
SAN FRANCISCO CA 94116
(415) 665 2546

SOUTHERN CALIFORNIA OFFICE
3535 BERRY DRIVE
STUDIO CITY CA 91604
(213) 763 0034

In other words, the PND estimated that only 7 to 15% of the project's traffic during the p.m. peak hour would be by automobile. On the basis of these "trip generation" figures, the PND predicts that the project would result in the following increases in traffic: 0.9% on Sacramento Street, 1.4% on Taylor Street, and 16% on Sproule Lane. The PND does not predict the percentage of traffic increases on Clay, Mason, or any other streets. The PND notes that the Sacramento-Taylor Street intersection, the only specific intersection discussed, is currently operating at "Level A" and concludes that "intersection operations would be unaffected by the project traffic." The Planning Commission adopted these findings when it approved the final Negative Declaration for the project on October 27, 1983.

As you can see from the above, the conclusions of the Negative Declaration regarding traffic impact are based on certain assumptions regarding the number of vehicle-trip-ends which will be generated by the project. Although these assumptions might have been valid for middle-income housing which is closer to the downtown district, both the applicable traffic engineering literature and my own field research indicate that these assumptions are not correct for the site now under consideration.

In order to test the "trip generation" assumptions of the Negative Declaration, my staff has conducted a "trip generation study" of the Nob Hill Condominiums, the building at 1170 Sacramento Street which is immediately adjacent to the proposed project. This building has approximately the same number of dwelling units (70/71), number of parking spaces (102/107), and price per square foot as the proposed project. I would therefore expect the "trip generation" of the proposed project to be virtually identical to the "trip generation" of the Nob Hill Condominiums.

This trip-generation study, which was conducted during the p.m. peak-hour (beginning at 4:30 p.m.) on Monday, January 9, 1984, shows that the Nob Hill Condominiums generated 22 vehicle-trip-ends (or 24 pte's by vehicle) during the p.m. peak-hour. (A summary of this study, which has been submitted to the California Department of Transportation for publication, is attached.) The 1150 Sacramento Street project should also

GOODRICH TRAFFIC GROUP
CONSULTING ENGINEERS

NORTHERN CALIFORNIA OFFICE
300 TARAVAL STREET
SAN FRANCISCO CA 94116
(415) 665-2646

SOUTHERN CALIFORNIA O
3536 BERRY DRIVE
STUDIO CITY CA 91
(213) 763 0034

generate approximately 22 vehicle-trip-ends during the p.m. peak hour instead of only 5 vehicle-trip-ends as predicted by the PND. In other words, the project will generate 4.4 times more automobile traffic during the evening rush hour than the Planning Commission believed when it originally approved the final Negative Declaration. Thus, this project is far more automobile-intensive than originally believed. Eighty percent of the project's traffic during the p.m. peak hour would be by automobile rather than 7 to 15% as predicted by the PND. If the traffic increases predicted by the PND are multiplied by a factor of 4.4, the project will increase traffic by 3.96% on Sacramento Street, 6.16% on Taylor Street, and 70.4% on Sproule Lane.

The traffic increases predicted by my research would, in my opinion, constitute a significant environmental impact, especially when considered in light of the traffic increases expected from other proposed developments in the City. In fact, almost no residential building which could be built within the 160-foot conditional height limit could have a greater impact on traffic. My research indicates that this project would generate 73 peak-hour vehicle-trip-ends per acre. By comparison, this project, as the result of its combination of high-density, high-income residents and ample parking spaces, would generate the same traffic as ten blocks of middle-income homes on 30-foot urban lots. No other residential site surveyed in the traffic engineering literature, except the Nob Hill Condominiums, approaches this level of automobile trip generation density. I know of no other project with an even remotely similar level of automobile trip generation which has been approved since the adoption of CEQA without the preparation of an EIR. In all remotely similar cases, such traffic impact was considered significant.

The Negative Declaration adopts the findings of the PND that intersection operations would be "unaffected" by the project traffic. This conclusion, however, is apparently based solely on an examination of the Sacramento-Taylor intersection, an intersection which will not be used by traffic from downtown to the project during the evening rush hour. The PND does not review the other intersections which would be affected by this project. For example, the Stockton-Sacramento intersection, which is already operating at a lower service level, would be used by more project traffic than the Sacramento-Taylor intersection, especially during the p.m. peak hour. The PND fails to analyze the impact of the project traffic on this or any other intersection on the "transit preferential" streets of Clay and Sacramento between the project

GOODRICH TRAFFIC GROUP
CONSULTING ENGINEERS

NORTHERN CALIFORNIA OFFICE
300 TARAVAL STREET
SAN FRANCISCO CA 94116
(415) 665-2646

SOUTHERN CALIFORNIA OFFICE
3536 BERRY DRIVE
STUDIO CITY CA 91604
(213) 763-0034

and the Financial District. Virtually all these intersections are at much lower service levels than the Sacramento-Taylor intersection analyzed for the PND. The project traffic may well have a significant adverse impact on these intersections, especially when combined with traffic from other new projects on this "transit preferential" corridor.

Finally, the Negative Declaration conclusions regarding the cumulative traffic impact of this project are also inadequate. In the first place, this cumulative impact was analyzed by examining only the proposed residential projects which are within two blocks of this project. In fact, any proposed project which will feed automobile traffic into the "transit preferential" streets of Clay and Sacramento should also be analyzed to determine the cumulative impact of this project. Moreover, the PND Amendments, dated October 20, 1983, assumed that the three "related" projects would generate only 4 vehicle-trip-ends per p.m. peak-hour. In light of the error in calculating the vehicle-trip-end generation of the 1150 Sacramento Street project, the conclusions regarding the vehicle-trip-end generation of these other projects are also extremely dubious.

In short, in my opinion, the material which was relied upon in the Negative Declaration to conclude that the automobile traffic generated by this project would not have a significant effect on the environment is unintentionally but seriously misleading. In fact, my own research indicates that the traffic generated by this project, when combined with traffic which may be generated by other proposed residential projects, would have a significant impact on the environment.

Thank you for giving me this opportunity to summarize my conclusions. If you so request, I will be happy to attend the Planning Commission hearing regarding this matter on February 9, 1984, in order to answer any questions of the Planning Commission or of the Planning Department staff.

Sincerely yours,

D. K. Goodrich

Donald Goodrich

DG:mkc

cc: Robert C. Friese, Esq.

TRIP GENERATION STUDY SUMMARY

NAME OF STUDY SITE: Nob Hill Condominiums (1170 Sacramento)
LOCATION: San Francisco
TYPE OF DEVELOPMENT: Condominiums
DATE: January 9, 1984

BACKGROUND DATA

140 Residents
102 Parking Spaces (87 designated [some tandem] to specific units, 15 to valet operation, drop-off and guests. Virtually nil available on-street spaces due to 100% occupancy. Four garage levels under building with street used as ramp between levels.)
70 Dwelling Units (Average value exceeds $500,000--luxury, views.
0.3 Acres, 4 or fewer units per floor
20 Employees (includes estimated domestics)
87 Vehicles

TRAFFIC DATA

Weekday: P.M. PEAK HOUR Beginning 16:30, Inbound plus outbound tota

22 vehicle trips
24 persons in vehicles
3 walk trips (persons)
3 bus trips (persons)

PEAK PERIOD VEHICLE OCCUPANCY RATES:

Autos = 1.05 persons/auto
Buses = 99% full
Trucks = 1.50 persons/truck TRUCK PERCENTAGE=9%

PEAK HOUR VEHICLE TRIP RATIOS

Trips Per:

Resident	0.16
Parking Space	0.22
Dwelling Unit	0.31
Acre	73.3
Employee	1.1
Vehicle	0.25

BACKGROUND INFORMATION AND METHODOLOGY USED IN PARKING ANALYSIS FOR THIS REPORT

Parking demand was analyzed on the basis of Census tract information and on the basis of a study of parking demand at two condominium developments in San Francisco. In the Census Tract for the project, the majority of households do not have a vehicle available (Census Tract 112 extends into Chinatown). Because the proposed project would be expected to attract tenants who most likely would own automobiles, the Census data were refined to determine the average automobile availability for households having one or more automobiles available (about 50% of the households at an average of 1.29 automobiles per household). (The average automobile availability for the entire Census Tract was considerably lower at about 0.58 automobiles per household). To have a complete picture of parking demand, visitor demand would have to be added to the automobiles-per-household data. Thus, total parking demand, on the basis of automobile-owning households in the census tract data, would be closer to 1.5 spaces per dwelling unit, or 107 parking spaces for the project.

Parking demand data from two new condominium complexes (studio, one and two bedroom units under $300,000 per unit) show that total (resident and visitor) parking demand is about 1.0 space per unit, or 71 spaces for the project./2/

To supplement this information and to address the question of the comparability of the above data to the needs of the proposed project (since the estimated cost of the units would far exceed the average cost of the units in either Census Tract 112 or the complexes studied), a parking demand study was conducted at a nearby residential complex that appeared to have characteristics similar to those of the proposed project./3/ The results are as follows:

Garage capacity:	Total resident parking	252
	Occupied at time of survey	144
Building Demographics:	Occupied units	163
	Pieds-a-terre	78
	Units vacant (for sale)	14
	Total units	255

It was not possible to ascertain whether the owners of the pieds-a-terre units were present at the time of the survey.

From the survey data, if it is assumed that all of the pieds-a-terre are unoccupied, the resident parking demand would be 144 spaces divided by 163 units, or 0.88 spaces per unit (63 spaces for the project). Conversely, if all of the pieds-a-terre are assumed to be occupied, the resident parking demand would be 144 spaces divided by 241 units, or 0.60 spaces per unit (43 spaces for the project).

The range of observed resident parking demand (0.60-0.88) in the similar residential building suggests that the parking demand for the surveyed complex may be comparable to total (resident plus visitor) parking demand (0.80 to 1.10) observed at other locations in the City (since visitor demand would have to be added to resident parking demand). These survey data also suggest that the estimate of parking demand derived above from the Census data (1.5 spaces per unit) may be high.

The net result of all of the parking demand calculations is that the 107 parking spaces proposed for the project's 71 units would be sufficient (at 1.5 spaces per unit) to meet the total resident plus visitor parking demand from the project, and may provide space in excess of the actual project demand.

INTERSECTION ANALYSIS

The capacity analysis of each intersection at which a turning movement count was made used the "critical lane" method. This method of capacity calculation is a summation of maximum conflicting approach-lane volumes that gives the capacity of an intersection in vehicles per hour per lane. (This method is explained in detail in an article entitled "Intersection Capacity Measurement Through Critical Movement Summations: A Planning Tool," by Henry B. McInerney and Stephen G. Peterson, January 1971, Traffic Engineering. This method is also explained in "Interim Materials on Highway Capacity", Transportation Research Circular No. 212, Transportation Research Board, January 1980.) The maximum service volume for Level of Service E was assumed as intersection capacity. A service volume is the maximum number of vehicles that can pass an intersection during a specified time period in which operating conditions are maintained corresponding to the selected and specified Level of Service (see Table D-1). For each intersection analyzed, the existing peak-hour volume was computed and a volume-to-capacity (v/c) ratio was calculated by dividing the existing volume by the capacity at Level of Service E.

TABLE D-1: VEHICULAR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS

Level of Service	Description	Volume/Capacity (v/c) Ratio(a))
A	Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent.	less than 0.60
B	Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.	0.61-0.70
C	Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.	0.71-0.80
D	Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.	0.81-0.90
E	Capacity occurs at Level of Service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting up-stream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operation can generally be described as poor.	0.91-1.00
F	Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.	1.01+

(a) Capacity is defined as Level of Service E.

SOURCE: San Francisco Department of Public Works, Traffic Division, Bureau of Engineering from Highway Capacity Manual, Highway Research Board, 1965

TABLE D-2: CUMULATIVE RESIDENTIAL DEVELOPMENT IN PROJECT VICINITY

Project Name / Location	Case Number(a)	Dwelling Units
1300 Sacramento Street	81.500EC	24
1400 Jones Street	80.269E	18
1208-1212 Jones Street	81.604E	12
897 California at Powell	83.308E	24
		78

(a) Department of City Planning Case Number.

SOURCE: Department of City Planning

NOTES - Appendix D

/1/ 13th Progress Report on Trip Ends Generation Research Counts, Department of Transportation, State of California, June 1981.

/2/ Park Hill Residential Final EIR, Department of City Planning, certified June 30, 1983.

/3/ The peak late-night parking demand count at a residential complex within one block of the project site was made Thursday-Friday, September 22-23, 1983.

APPENDIX E: SAN FRANCISCO AIR POLLUTANT SUMMARY 1981-1983

STATION: 900 23rd Street, San Francisco

POLLUTANT:	STANDARD		1981	1982	1983
OZONE (O_3) (Oxidant)					
1-hour concentration, ppm (a)					
Highest hourly average	0.10 (b)	0.12 (c)	0.07	0.08	0.13
Number of excesses of state standard			0	0	1
Expected Annual Excess (national) (d)			0.0	0.0	0.3
CARBON MONOXIDE (CO)					
1-hour concentration, ppm					
Highest hourly average	20 (b,e)		8	12	7
Number of excesses of standard			0	0	0
8-hour concentration, ppm					
Highest 8-hour average	9 (b,c)		5.3	9.1	5.1
Number of excesses of standard			0	1	0
TOTAL SUSPENDED PARTICULATE (TSP)					
24-hour concentration, ug/m^3 (a)					
Highest 24-hour average	100 (b,f)		103	126	117
Number of excesses of standard (g)			1	3	4
Annual concentration, ug/m^3					
Annual Geometric Mean	60 (b,f)		56	57	55
Annual excess of standard			No	No	No
LEAD (Pb)					
30-day concentration, ug/m^3					
Highest 30-day average	1.5 (b)		0.6	0.7	0.4
Number of excesses of standard			0	0	0
NITROGEN DIOXIDE (NO_2)					
1-hour concentration, ppm					
Highest hourly average	0.25 (b)		0.11	0.13	0.13
Number of excesses of standard			0	0	0
SULFUR DIOXIDE (SO_2)					
24-hour concentration, ppm					
Highest 24-hour average	0.05 (b)		0.016	0.012	0.018
Number of excesses of standard (g,h)			0	0	0

(a) ppm: parts per million. ug/m^3: micrograms per cubic meter.
(b) State standard, not to be equaled or exceeded, except for CO standards, which are not to be exceeded.
(c) National standard, not to be exceeded more than once per year, except for annual standards, which are not to be exceeded.

(Continued)

APPENDIX E: SAN FRANCISCO AIR POLLUTANT SUMMARY 1981-1983 (Continued)

(d) Expected Annual Excess is a three-year average of annual excesses of the national standard.
(e) The state one-hour CO standard was revised from 35 ppm to 20 ppm in January 1983. The national one-hour standard remains 35 ppm.
(f) CARB has redefined the state particulate standard to apply to "inhalable" particulates only (i.e., those which have a diameter less than ten microns). The new standards are 50 ug/m^3 for 24-hour averages and 30 ug/m^3 for the annual geometric mean. No data is currently available on the particle size distribution of the TSP sampled at the San Francisco monitoring station. According to CARB, however, the new standards are "reasonably equivalent" to the old standards shown in the table above.
(g) Number of observed excess days (measurements taken once every six days).
(h) Exceeding the SO_2 standard is a violation only if a concurrent excess of the state ozone or TSP standards occurs at the same station. Otherwise, the national standard of 0.14 ppm applies.

SOURCE: BAAQMD, 1981 - 1983, Air Quality in the San Francisco Bay Area; and CARB, 1981 - 1983, California Air Quality Data.

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Department of City Planning
Office of Environmental Review
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San Francisco, CA 94102

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